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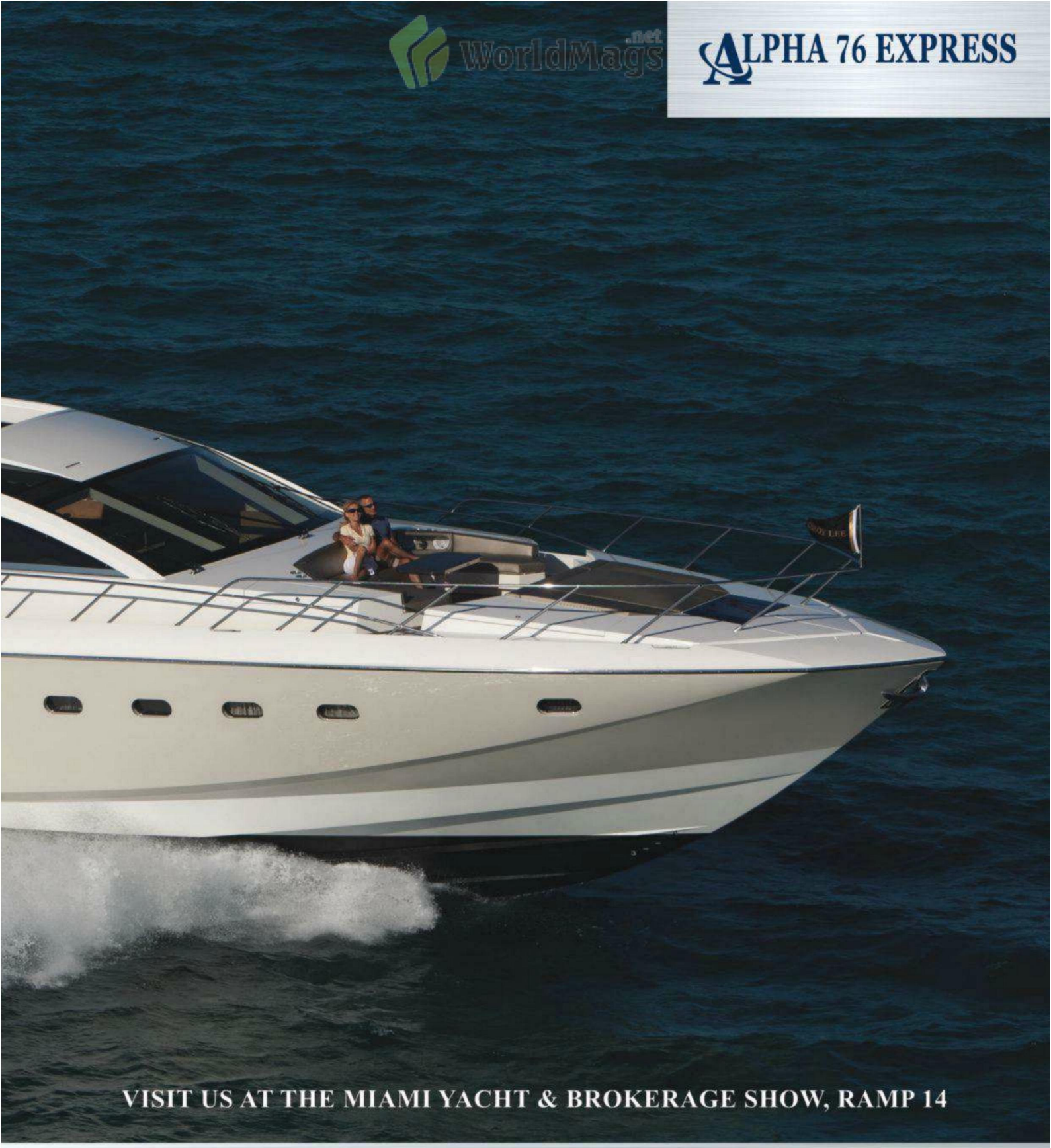
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WHAT'S COOKIN' THIS MONTH IN PMY.

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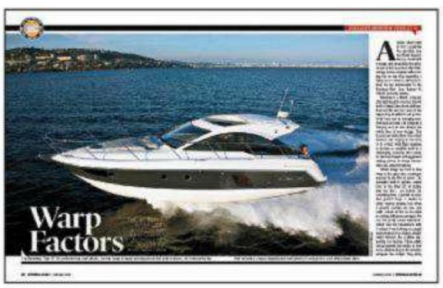
94 EXCLUSIVE
WORLD BOAT
The Princess 60 Flybridge is British-born and American-bred.
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100 NEW ENGLAND SLEIGH RIDE
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106 EXCLUSIVE
WARP FACTORS
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GRAN TURISMO

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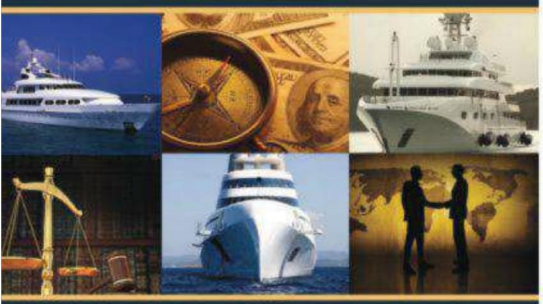
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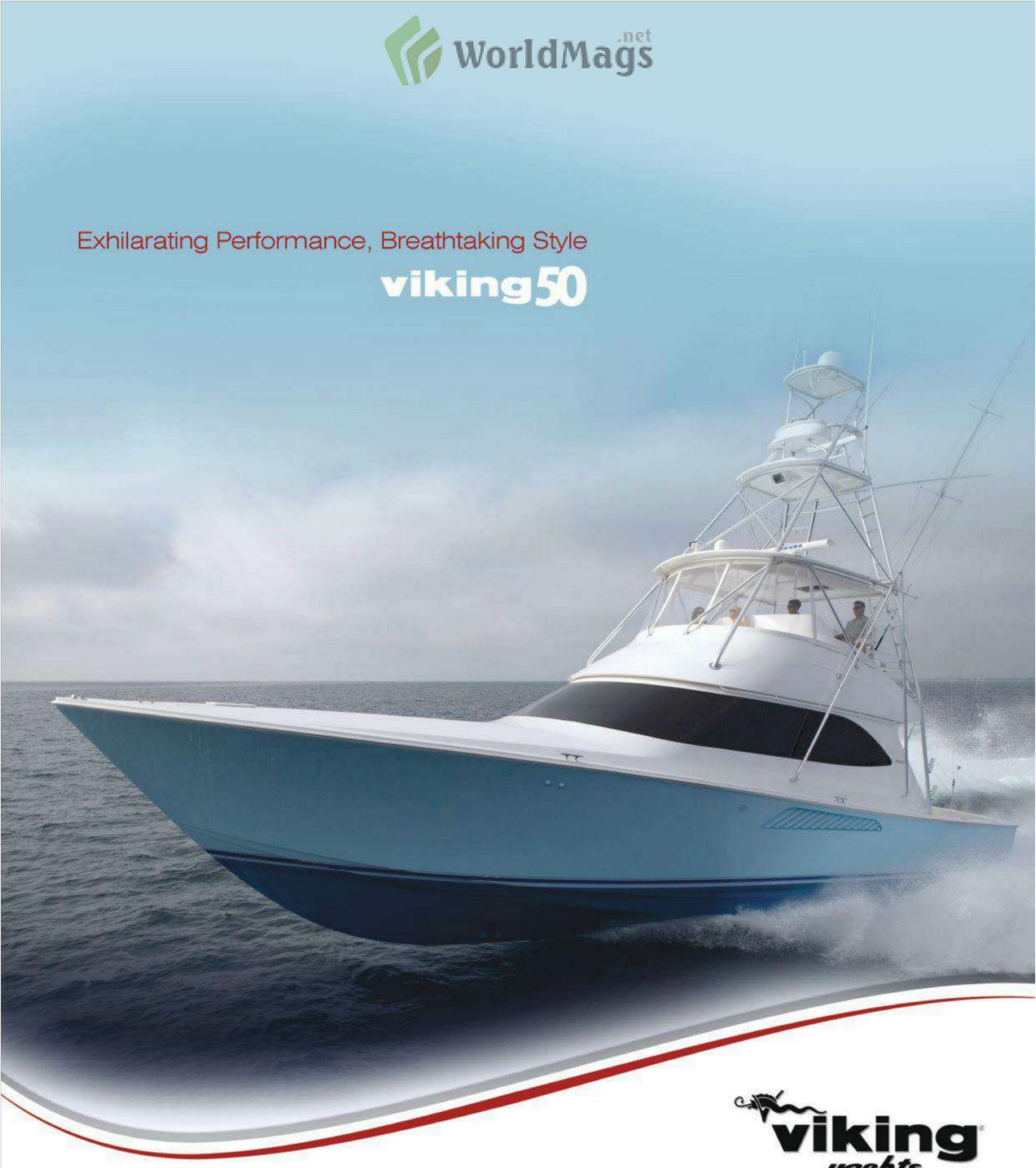


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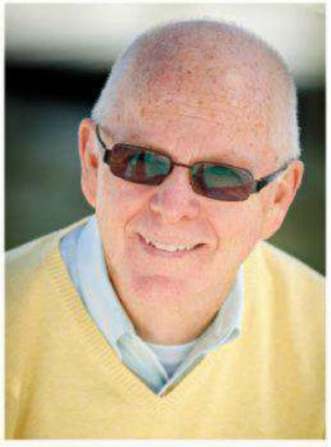
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LEADLINE

SOMETIMES WHAT SEEMS SO DAMN IMPORTANT ISN'T.

Priorities Count

Some years back a friend who was a commercial airline pilot and a licensed captain told me this true story: After deploying landing gear, the three-man crew of a commercial airliner noticed the indicator light for the nose wheel wasn't illuminated. They conferred and concluded that the cause was a faulty bulb. So while the pilot flew the aircraft into a holding pattern, the second officer and engineer attempted to remove the bulb to examine it. When they were unsuccessful, the pilot placed the aircraft on autopilot and joined the attempt. As the three men struggled to wrest the bulb from its socket, the pilot inadvertently nudged the control yoke, automatically disengaging the autopilot and putting the aircraft into a shallow dive. As the men labored on, the plane gradually flew into the ground, killing them and nearly 100 passengers.



My friend related these events to illustrate how easily we can lose our sense of priority when confronted with an annoying problem. Indeed it seems to be a particularly male characteristic to focus on fixing something even when it's not the most critical task at hand. It's a lesson I've tried to internalize over the years with middling success.

Take last November. I was cruising with Capt. Bill Pike aboard the *Betty Jane* when he decided to leave the flying bridge and go below to make lunch. He turned over the helm of his beloved craft to me, which is the equivalent of Leonardo da Vinci asking someone to hold the *Mona Lisa* while he hits the head.

On a gently winding stretch of the ICW just north of the U. S. Navy's King's Bay sub base in southern Georgia—straightforward navigation, red right returning—we came upon a buoy that bore an unreadable number, so I pulled out the paper charts to discern its identity, even though I didn't need it to determine the channel ahead. I discovered the number, looked up, and immediately realized we'd drifted out of the channel—just as the *Betty Jane* touched bottom. This is the equivalent of spilling coffee on the *Mona Lisa* while you were holding it.

Pike scaled the bridge and was at the wheel in a trice, but fortunately we'd only touched mud. He immediately launched into a these-things-happen-to-everyone exoneration but to no avail. I was gobsmacked with guilt and embarrassment. My only consolation was that I'd again learned that lesson about tending to first things first. Next time I won't forget it. PMY

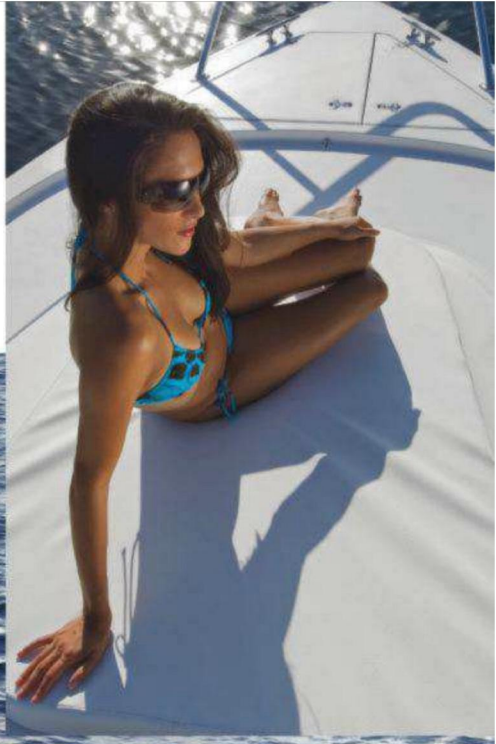


Capt. Richard Thiel
Editor-in-Chief

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QUESTIONS
COMMENTS
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EDITS

MAIL

HAVE A COMMENT OR SUGGESTION? WE'D LOVE TO HEAR FROM YOU.

Like You Saw a Ghost

I really enjoyed the article "Ghost Ship." The article answered several questions I had about *Sapona*'s history and brought back memories of a visit to Bimini and *Sapona* back in the early '90s with family and friends. Our group sailed from Miami at daybreak on our way to Bimini and experienced six-to-eight-foot seas for almost the entire crossing. Several in our party had never been out of sight of land and their reaction to the sea conditions ran the gambit from hanging over the railing looking for King Neptune to ... [what] could have been mistaken for a drug-induced euphoria but was just a natural reaction to being at sea for the first time. We spent several days cruising around Bimini and while there, we anchored near *Sapona* and snorkeled through the ship's interior. I can still recall swimming above the engine room and through other sections of the ship.



[On] our return trip one [passenger] who had not had a very pleasant time while crossing the Gulf Stream said "This is the best vacation I have ever had. Can we can do it again next year?" The joys of boating far outweigh the few unpleasant moments we all experience as boaters and we all have a lifetime of memories from our adventures.

Bob Elliott
Westminster, South Carolina

SNAPSHOT SNAFU

I wanted to let you know that you incorrectly labeled the photograph on pages 6 and 7 of your Dec. 2011 issue. This marina is not Snug Harbor but Jennis Bay Marina. It is located off of Drury Inlet in the Broughton Islands of British Columbia. It is well worth the visit. I enjoy reading your magazine and would recommend that you have more articles concerning the Pacific Northwest.

Dan Shoresman
Via e-mail

Associate editor Kevin Koenig responds: *I'm glad you're enjoying the magazine, and I agree, the Pacific Northwest is a beautiful part of the country with lots of great boating. I think you misread the caption though (and trust me, you were not alone). It says "docked at a snug harbor" not "at Snug Harbor." I hope that clears up any confusion.*

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Edson's new mobile Web site lets boaters service their steering systems right at the docks via their smartphones. Check it out at www.edsonmarine.com.

CORRECTIONS

- On page 51 of December's issue, "Ghost Ship" incorrectly noted the machine gun rounds found near *Sapona* as 50mm. They are actually .50 caliber.
- In December "Like a Flash" incorrectly identified *Shooting* Star's engines in the specification section. The engines are twin 4,613-hp MTU 16V4000s.
- The numbers section for the test of the Kadey-Krogen 48 AE in our December issue had incorrect nmpg numbers. The correct numbers are below.

PMY's Numbers | Kadey-Krogen 48 AE

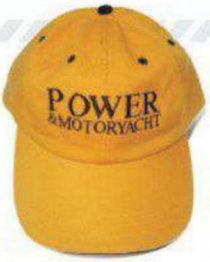
rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	5.1	4.4	0.7	7.21	6.27	6,493	5,646	56	-0.25
1250	6.3	5.4	1.1	5.68	4.94	5,114	4,447	56	-0.5
1500	7.8	6.7	1.8	4.31	3.74	3,875	3,370	57	-0.5
1750	8.8	7.7	2.6	3.38	2.94	3,046	2,649	59	-0.5
2000	9.6	8.3	3.8	2.53	2.20	2,274	1,977	59	-0.5
2250	10.5	9.1	6.0	1.74	1.51	1,568	1,363	66	0.0
2500	10.7	9.3	8.8	1.22	1.06	1,094	952	65	0.5
2645	10.5	9.1	11.7	0.90	0.78	808	702	65	0.5

DIRTY POOL?



Regarding the "Floating an Option" letter to the editor by Joe McHenry in the Dec. 2011 *PMY*, in response to the *PMY* October Leadline [Choices Good and Bad], I totally agree with Joe: "Whether it's a PFD or (motorcycle) helmet, we do not need the government deciding for us." I too feel it is inappropriate overreaching for the government to require people to wear PFDs or helmets—that should be an individual decision by the individuals riding in boats or on motorcycles. Besides, not wearing PFDs or helmets would help the country clean up the gene pool!

Doug Darran
Johns Island, South Carolina



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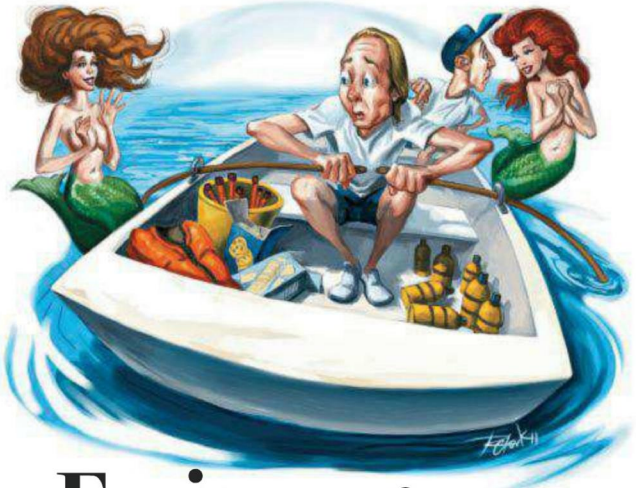
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Facing Disaster Head On

TEXT BY **BRAD DUNN**

When it comes to dealing with emergencies at sea, clear thinking and calm nerves often mean the difference between life and death. Seasoned boater Michael Ayres proved that point during an ill-fated trip in November—and saved two lives in the process.

> "We started seeing things that weren't there."

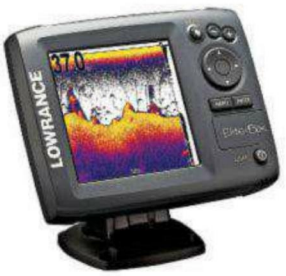
The 46-year-old Michigan native and a first-time deckhand, Steffon Moore, 19, had left the Florida Keys heading for the Bahamas aboard Ayres' 41-foot *Lady Rosalee* when, just after nightfall, they struck debris in heavy seas about 12 miles from Bimini. The cruiser began taking on water, and the pair bailed furiously for six hours until the situation worsened. "The boat started to sink really quickly," Ayres told the *Palm Beach Post*.

The two rushed to the dinghy with fishing gear, flares, two gallons of water, and some chocolate chip cookies and crackers and began rowing for their lives in the heavy seas as the 41-footer sank. Ayres says he knew the situation was dire but also knew he had to remain calm for Moore, who had never been on the water before. "I didn't want him to be fearful," he said. "I wanted him to think we were going to make it home."

The pair focused on rowing in one direction for three days, believing they were pointed for Miami. At night, they tried anything to stave off hypothermia—including covering themselves in styrofoam—but eventually began to suffer its effects. "We started seeing things on the water that weren't there," Ayres said.

Ayres fired a flare every time he thought he saw a boat; he went through all 16 but to no avail. Out of food and flares, the pair pushed on. On the morning of their fourth day, they washed ashore in Boca Raton in, according to doctors, "amazingly good condition."

Ayres said the trial changed his outlook. He immediately proposed to his long-time girlfriend. "My priorities have shifted," he said. "I want to focus on people more." PMY



■ Lowrance Offers Increased Cash Rebates

Here's a deal you might want to take advantage of in February. Lowrance is offering up to $200 cash back on marine electronics during its Weekend Getaway sales program. The Tulsa, Oklahoma-based manufacturer is including its popular Mark & Elite fishfinder/chartplotters in the deal. "The extensive promotion makes it possible for more anglers and boaters to enjoy big savings and kick off the new year with our best-in-class sonar technology and award-winning navigation," says Louis Chemi, chief operating officer of Navico Americas. You can also enter to win a four-day fishing vacation for two at Hawk's Cay Resort, Big Cedar Lodge, or Lake of the Woods. For more information, go to www.lowrance.com/getaway.

■ Megayacht Refit at Maine's Front Street Shipyard

The Front Street Shipyard in Belfast, Maine, has embarked on an extensive refit on the 106-foot Burger *Stoneface*. The 1978 Jack Hargrave-designed motoryacht will be the largest single project for the year-old yard, which is owned by a group of six investors. New gensets have been ordered, and the

THINGS WE LIKE

A Prize Haul

In November, Japanese fishermen reeled in a bag packed with about 11 million yen—or $150,000 in cash. No word on what they used for bait.



QUIZ

1. What does one white nav light over one red light indicate?
2. What's the easiest way to make your fenders bright white and looking new?

Illustration by Richard Clark; Top photo courtesy of Lowrance

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Our World is Water

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TEXT BY **ALYSSA HAAK**



Jetstream Video Streaming

Watch, pause, and restart live TV no matter whether you're on land, in the sky, or at sea.

A lot of travel happens over a holiday weekend, whether on a plane, train, or automobile. My Thanksgiving was going to be no different, making it a great time to test Jetstream, a television service that promises access to international satellite services from any laptop or the company's proprietary receiver boxes that have Internet access. But the feature that drew my attention was the ability to press pause on one device, move to a new location, and press play to continue watching from the same point. Of course I wasn't going to be moving from my villa to my jet to my yacht (all serviceable locations) but rather from my NYC apartment to the bus to my friend's Washington, DC, apartment. By logging into the Web site, I had access to DirecTV and Dish Network plus Sky of Germany, Mexico, and the U.K.; and also Russian, Spanish, and French satellite TV. I chose DirecTV, clicked over to Bravo, and cued up some *Real Housewives*. When my laptop battery waned, I pressed pause and switched to my friend's laptop. When I logged in on it, I found *Housewives* paused and poised to continue the catfight. There was only one problem: Despite all of the available options, I couldn't find anything I wanted to watch. PMY

JETSTREAM
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WWW.JETSTREAM.MC.

plan for *Stoneface* includes davits, plumbing, electrical work, and more. "We've been busy getting the yard up and running and bidding on projects," says president J.B. Turner, noting winter storage is full. "But we find time to have fun too."



Fraser Yachts Names New Commercial Director

Mike Busacca has been appointed Fraser Yacht's commercial director for North America. "We are very pleased to have Mike joining our team," says Luc Khaldoun, Fraser's worldwide commercial director. "He has an outstanding managerial background, and a long history in the yachting industry spanning over 25 years. Mike is a quality-driven executive who I am confident will contribute significantly to Fraser's continued growth and success in North America." Busacca began his career in yachting in 1983 at Broward Marine. In 1996, he joined Allied Richard Bertram Marine Group, where he was appointed executive vice president and, later, president of their Platinum Yacht Collection. He also currently serves on the committee for the Boys and Girls Club Fisher Island Yacht Rendezvous.

AGENDA

February 1 - 5	February 16 - 19	February 16 - 20
International Power Boat Show in Atlantic City, NJ. (718) 707-0711. www.acboatshow.com	**The Los Angeles Boat Show** (714) 633-7581. www.losangelesboatshow.com	**The Miami International Boat Show in Miami, Florida.** (954) 441-3231. www.miamiboatshow.com

QUIZ

1 A pilot boat—"White over red, pilot ahead"

2 Rub them down with acetone (in a well-vented area)

Left photo courtesy of Jetstream; Right photo courtesy of Fraser Yachts



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BOATS

THE LATEST NEWS ON LAUNCHES AND DESIGNS: THE BIG AND THE NOT SO BIG

AZIMUT GRANDE 100
SESSA MARINE FLY 40
NORTHERN MARINE 8501
VISMARA M56 NAVETTA





EXCLUSIVE
Azimut Grande 100

If you're looking for a yacht with loads of onboard luxury as well as a sleek, sporty look, Azimut may have just the build for you—the new Grande 100. The boat's striking profile, which was conceived by Stefano Righini, is undeniably slick, with stiletto-sharp lines throughout. And those lines aren't just for show, they're also for go.

At WOT the boat's twin 2,200-mhp MTU 16V 2000 M84s can propel her along at 30 mph.

Specifications

LOA:	100'10"
BEAM:	22'11"
DRAFT:	5'0"
STD. POWER:	2/2,200-mhp MTU 16V 2000 M84s
SPEED:	30 mph
PRICE:	Upon Request

lso maintain a brisk cruise speed ot a bad pace at which to pop over a weekend jaunt or maybe make t-Tropez for some fresh croissants. u do decide to make that trip t you'll have no problem finding nmodations for you and your 100 comes with either a four- or yout. If you chose the four-cabin n, the owner's cabin becomes a -story suite. Layout options also ral versatile spaces that can be s a fitness area, media room, n, or studio.

oor space is just as suited to liv- life in style. The flying bridge ning table with seating for ten, a cuzzi. The cockpit also has a sofa plus a dining table with seating for ten and has access to the retractable swim platform, which can fit tenders up to almost 15 feet. With all of these amenities and then some, the Grande 100 should please just about any discerning owner. PMY

AZIMUT YACHTS
(+39) 0584 3821.
WWW.BENETTIYACHTS.IT.

Photo courtesy of Azimut Yachts

But she can of 26 mph, to Bimini fo a run to Sai

And if y an overnigh ample acco guests. The five-cabin l configuratio palatial two include seve configured private salo

The out ing the goo features a d bar, and a J

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THE NEW C50 IPS SPORTS CABRIOLET.

Creating space aboard a sports yacht is one of the greatest challenges of design. Even more so given Maritimo's insistence on performance, engineering and safety. But with the new C50 IPS, the team has cracked the code. This new release boasts a spacious full-beam master stateroom equipped with ensuite, king sized bed, chaise lounge and make-up vanity without compromising on the qualities for which Maritimo has become world renowned.

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View the new Maritimo C50 IPS on display at Miami Yacht & Brokerage Show - Ramp 12, 48th and Collins Ave.

ONFRE11122PMY

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BOATS



Specifications

LOA:	58'0"
BEAM:	15'4"
DRAFT:	3'4"
STD. POWER:	2/435-hp Volvo Penta IPS600s
SPEED:	32 mph
PRICE:	Upon Request

EXCLUSIVE

Vismara M56 Navetta

In the world of yacht design, it oftentimes seems that everything old is new again. And vice versa. In short, sometimes things can be confusing, which is not to say they aren't attractive. Take for example the lines on the M56 Navetta from Vismara, which at once evoke a salty, almost military feel while her all-white exterior and hard-angled lines remain strikingly modern.

Performance-wise the M56 will be constructed for fuel efficiency. Vismara plans on using advanced-composite construction in conjunction with their own proprietary structural layout to reduce displacement by up to 40 percent. When outfitted with twin 435-hp engines, the company says the M56 should be able to get up on plane at just under 14 mph—quite impressive for a 58-footer.

The M56 will have a twin-stateroom layout, a spacious, saloon, and a cockpit with a U-shape settee for fresh-air enjoyment.

Once the M56 is built it should fit the bill quite nicely for an owner who is looking to cruise efficiently while also cutting a dashing figure out on the water. You know, in a cutting-edge, traditional kind of way. PMY

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Rendering courtesy of Vismara

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Cruisers yachts



Scan this QR code for video of the new 2012 models including the 41 Cantius.

See the new 41 Cantius, Miami International Boat Show, February 16th– 20th, Convention Center Booth C-24

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Northern Marine 85



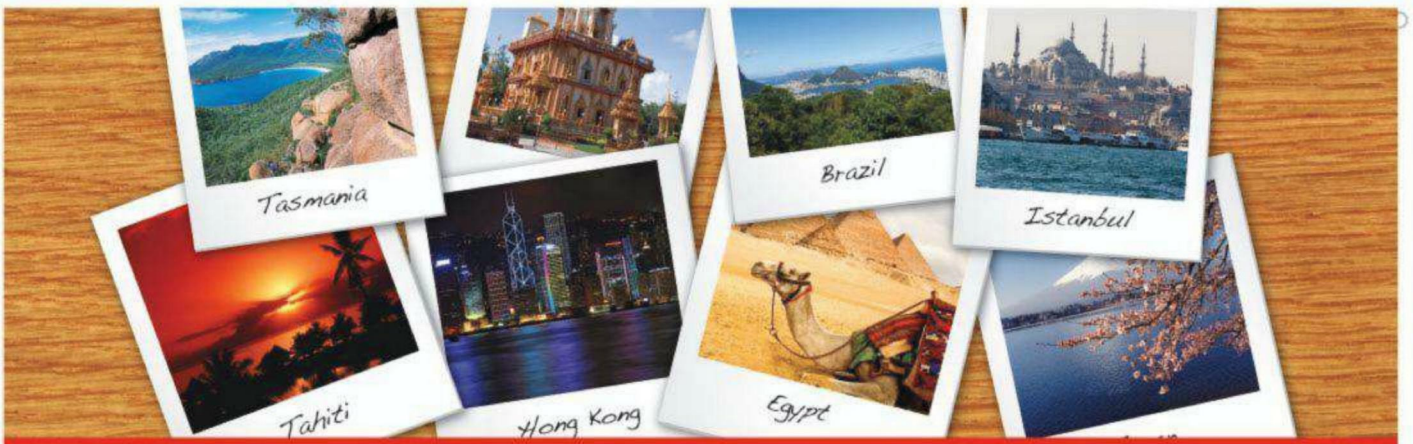
If you're going to build boats smack in the middle of the notoriously rugged coastline of the Pacific Northwest, they'd better be sturdy. This fact was not lost on Anacortes, Washington's Northern Marine when it announced plans to build an 85-foot expedition yacht that will be dubbed *Blood Baron*. It's a hard-core name for a hard-core boat. The yacht will feature a bright red hull that will leave no questions as to who is steaming into ports the world over. She'll be powered to those no doubt far-flung locations by twin 600-hp Caterpillars that should imbue her with a top speed of 14 mph and a generous range of around 5,750 miles at 11.5 mph. That means that once she's launched she could head due south from Washington State, trace the Pacific coasts, and conceivably make it to Chile without refueling. Look at a chart. That's a long way.

Onboard, the vessel will showcase an amply sized skylounge with a bar and home-entertainment system. The flying bridge will also be equipped with a bar, as well as room for a 17-foot tender and PWCs or motorcycles, space that will be created by moving the pilothouse aft. The main deck will feature a full-beam master, while guests will be treated to either a VIP stateroom with a king-size walkaround berth or one of two guest cabins featuring queen-size ones.

So far all signs for this boat point to her being well equipped for life at sea, as well as a true attention-grabber. And those are two qualities that don't lose any luster wherever she may roam. PMY

NORTHERN MARINE
(360) 299-8400.
WWW.NORTHERNMARINE.COM.

Rendering courtesy of Northern Marine



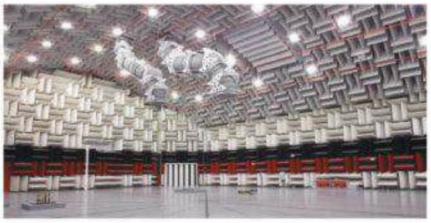
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photo: Tim McKenna / Aquos Yachts



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BOATS

TEXT BY **ALYSSA HAAK**



Float Inn

A megayacht can easily stand up to comparison with a five-star hotel. They both have all of the posh amenities a discerning traveler would want: accomplished chefs, luxury accommodations, and frequent activities and excursions. (Admittedly there is one big difference: The megayacht floats.) So it was only a matter of time before the people who know yachts and the people who know hotels formed partnerships to raise the bar for both.

The French hospitality group LOV Hotel Collection recently acquired the 197-foot *Yogi* (above), making her the first megayacht to fly the French flag. She joins the collection's other hotel and restaurant properties in Saint-Tropez and the French Alps but will be managed as a charter yacht in the Med and Caribbean.

And the Kempinski Hotel Barbaros Bay, located on Bodrum Bay in Turkey, has partnered with Turkish shipbuilder Vicem. With the hotel's many views of the Aegean, finding inspiration to take to the seas should be easy. From Vicem's fleet, the 40- and 36-foot yachts will be available for day cruises while the 92 Vantage, 78 Cruiser, and 75 Fly models will be available for longer excursions.

As more people begin to realize how many memories a day (or night) on a yacht can create, perhaps more hotels will expand their on-water offerings. And why not? Your next vacation could let you experience the best the land and sea have to offer. PMY

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YOGI
WWW.YOGIYACHT.NET.

NEW LAUNCH
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YAS





First Launch

After four years of construction, ADMShipyards in Abu Dhabi, United Arab Emirates, has launched its first superyacht, *Yas*. She was built under the project name Swift141, which highlights her key features: She is 141 meters (462 feet) and fast, with a cruising speed of 20 knots and a top speed of 26 knots. Parisian firm Pierrejean Design created both her sleek exterior and her interior, which will be able to accommodate up to 60 guests, with as many crew. As for her construction, *Yas* features a composite superstructure built on the steel hull of a former UAE Navy frigate.

ADMSHIPYARDS
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Top photo courtesy of LOV Hotel Collection; Bottom photos by Dick Holthuis Photography

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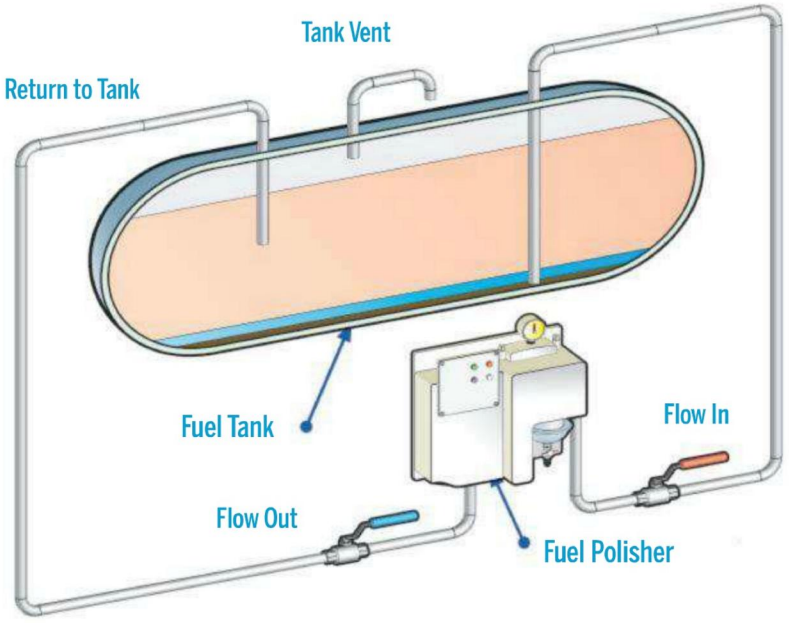
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A FUEL-POLISHING SYSTEM HEADS OFF CLOGS BEFORE THEY SLOW YOU DOWN.

TEXT BY **ERIC COLBY**



Diesel Fuel

Accumulated Water

Sludge

Moist Air

A fuel-polishing system, such as this one by Reverso, helps ensure engines get pure fuel, resulting in a clean burn and fewer problems.

Better to Burn

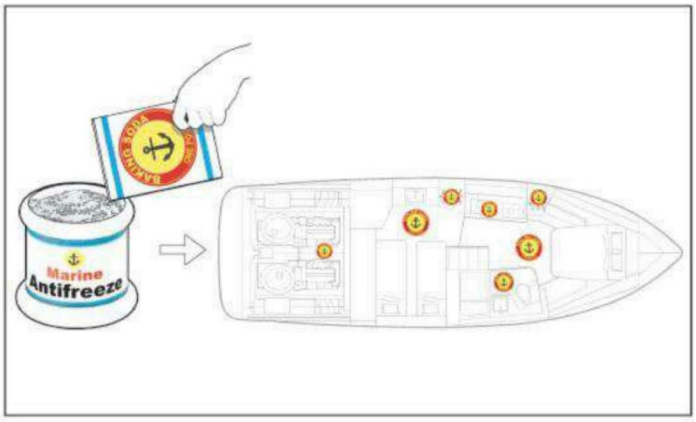
The great thing about efficient boats is obviously that they don't use much fuel to reach your cruising destination. The downside is that they can leave a lot of unused, prone-to-contamination fuel in your tanks. Owners of diesel-powered boats have long battled water and/or the growth of colonies of microorganisms that thrive in water and diesel fuel. Some people call these microbes algae but they're actually bacteria, mold, and yeast. Whatever you call them, to keep them from clogging your fuel filters, you need to separate and then remove whatever water is in your fuel before the organisms can get a foothold.

The best way to get water—and the nasty stuff that comes with it—out of your boat's fuel tank is with a fuel-polishing system. The technology has been around for a long time but only recently have owners of smaller craft—those down to about 40 feet LOA—

GARMIN'S TIP OF THE MONTH

ALLAN KOVITZ, POINT PLEASANT, NJ

When winterizing your freshwater system, save the antifreeze jugs, cut off the top half and dry them out. Add about one pound of baking soda to each and place them around the inside of your boat for the winter. They will absorb odors, and when you uncover your boat in the spring, she won't have that musty smell. Be sure to place jugs in your refrigerator, ice maker, lockers, and anywhere else odors typically accumulate.



Contest Guidelines

For your chance to win a **Garmin VHF 100** fixed-mount radio, send your best maintenance tip to **Capt. Bill Pike** at **bill.pike@pmymag.com**. One winner will be drawn from all entries each month. No purchase necessary.



Garmin VHF 100

Illustrations by Steve Karp; Photo courtesy of Garmin

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started installing the systems on their boats. Companies such as Reverso Pumps, Algae-X, ESI Total Fuel Management, Gulf Coast Filters, Walker Engineering, and others offer their own versions but all of them essentially pump diesel fuel out of the tank, through a combination fuel-water separator and filter, and then back into the tank. Many companies that build polishing systems use separators from well-known companies like Racor and Separ.

> "Owners of boats have long battled the growth of colonies of microorganisms that thrive in water and diesel.

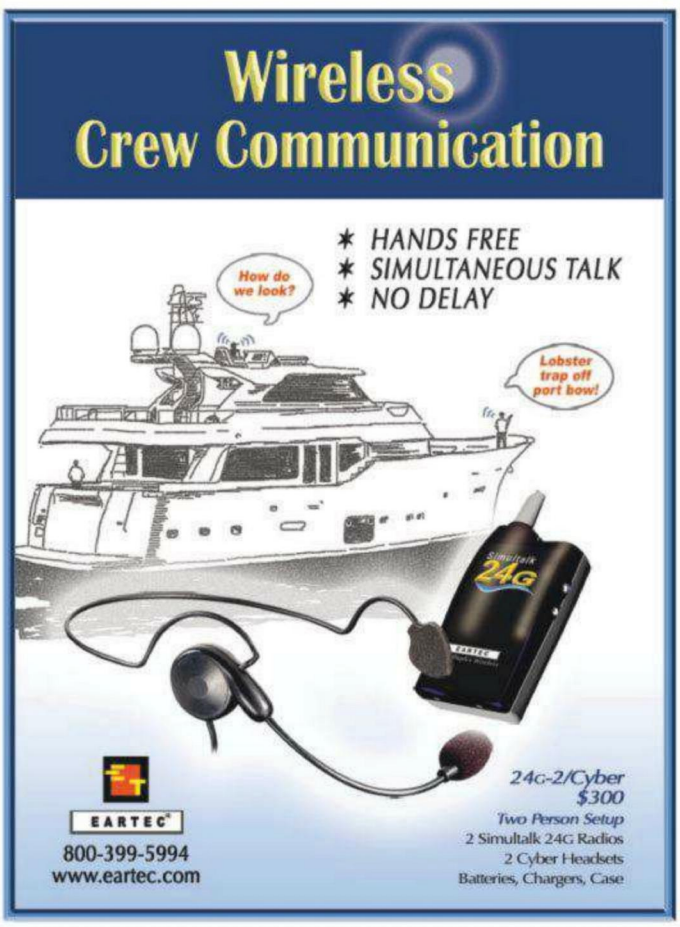
"Price is primarily what kept [the commercial systems] from being used on smaller boats," explains John Napurano, owner of Reverso Pumps in Fort Lauderdale. He says that large, complex systems similar to those on commercial vessels might make sense on yachts longer than 90 but they are impractical for anything smaller.

Essentially, a polisher cleans the fuel before it hits the engines' fuel system. When a filter gets clogged on a boat without a polishing system, the fuel pump is starved, which can mean not only a burnt-up pump but an air-locked engine due to fuel starvation, or worse. When a polishing filter gets clogged, you simply replace the element.

While Napurano generalizes that Reverso installs systems on boats from 40 to 80 feet, the size of the polisher actually has more to do with a boat's fuel capacity than with its hull length. Many trawlers have larger fuel tanks per LOA because they're intended for extended cruising, so you'd use a higher-capacity polisher on one than you might on a boat set up more for day cruising. Trawler companies such as Selene, Grand Banks, and Kadey-Krogen install polishing systems on most of their boats.

Most polishing systems are rated according to gallons per hour (gph). For a 65-foot trawler carrying 2,000 gallons of fuel, Napurano recommends a 600-gph polishing system. Reverso's most popular system is the 210 gph, which retails for $3,989 on the company's Web site. The 210-gph kit is designed for a 110-volt A.C. electrical system and includes a mechanical timer and metal heat deflector. Gulf Coast Filters' GCF-FPS-Deluxe Magnum is rated at 120 gph; the company recommends it for boats with fuel capacities greater than 500 gallons.

One key to an effective polishing system installation is that it pick up the fuel as low as possible in the tank, which is where all the contamination accumulates. Another is timing. Napurano says the best time to polish your fuel is right after filling the tanks when the fuel is agitated. Think of it as shaking up a snow globe. Sediment and growth from the microorganisms that are resting on the bottom of the tank get stirred up during fueling. With debris and water dispersed throughout the tank, they get pulled more easily into the filters and out of your boat's tank. You might need to change the filter element in the fuel-polishing system afterwards, but you'll be ready to cruise with confidence knowing that all that diesel fuel is clean and ready to burn in the tanks of your efficient boat. PMY



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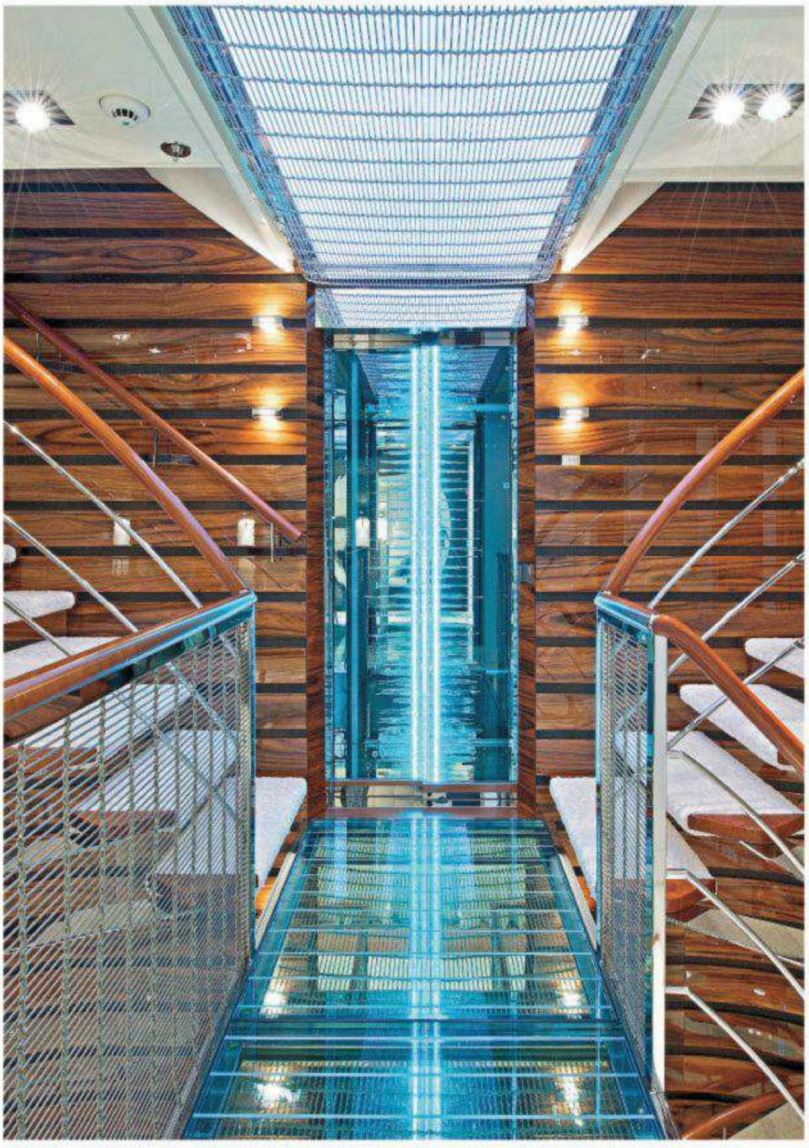
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LÜRSSEN

Vive la Vie

TEXT BY **ALYSSA HAAK**

The glass elevator on this private 195-foot yacht features a color-changing glass sculpture, a modern element that provides stark contrast to the Rosewood walls. Seen here on the owner's deck, the well-lit lift offers an alternative to the floating stairs. **(www.lurssen.com)**



NOBISKRUG

Sycara V

Shown in the lobby of the 223-footer, this elevator reaches all the way to the sundeck. **(www.nobiskrug.com)**



DELTA

Project 180

A skylight atop this round elevator illuminates even the lowest decks. **(www.lift-emotion.eu)**



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Look twice to spot the discreet elevator aboard this 200-foot yacht. **(www.christensenyachts.com)**

Check out www.pmymag.com for photos of the *Casino Royale* elevator accessing her sundeck.

Clockwise from left: Photos courtesy of Klaus Jordan; Nobiskrug; Lift Emotion; Christensen

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Seeing Far & Near

Simrad adds the radar technology it developed for recreational boats to a system for ships and megayachts.



SIMRAD ARGUS RADAR meets stringent commercial requirements. $19,250

"Trickle down" became a phrase tied to economics in the 1980s, but less commonly it's an illustrative term to discuss technology. Generally speaking, it describes how new developments spread from low-volume, high-price niches to high-volume, low-price mass markets. GPS is the classic example from an apparently endless list of devices that have made their way from space research or the military through commercial applications to become everyday gadgets. It's much harder to find anything that has "trickled up." That makes Simrad's Argus radar a rare breed: It's a commercially approved radar that includes the Frequency Modulated Continuous Wave (FMCW) technology that Simrad first introduced in its 18-inch BR24 radar for small craft back in 2008. Argus systems start at $19,250 and include a six-foot 12kW antenna, core unit, ARPA, AIS, and interswitch.

International Maritime Organization (IMO) approval doesn't come easily: A radar must meet a long list of performance requirements and features. It must, for instance, be able to detect a 5,000-ton ship at 11 miles or a 33-foot boat at 3.4 miles. At the other extreme, it must also display a target just 131 feet (40 meters) away, and it must separate two targets that are only 2.5 degrees apart.

There isn't much that the IMO hasn't thought of. It specifies which functions have to be available by single knob manipulations or button presses, the symbols that must be used to identify ARPA and AIS targets, and even what shade of blue counts as blue.

The size of the display varies depending on the size of the ship it's on but for a ship of 10,000 tons or more the radar picture has to be at least 12.6 inches (320 millimeters) in diameter on a screen at least 13.4 inches square (340 millimeters). But as Tim Ryder, director of Simrad Professional Series, explained, the latest rule revision allows the radar and its monitor to be approved separately rather than as a single package and also the use of a widescreen monitor.

The height of the 13.4-inch IMO box calls for a 27-inch widescreen monitor but leaves ten inches of width to spare. "And that means that we can do other things outside the regulation box," Ryder says. In particular the side panel can display the picture produced by Simrad's 3G broadband radar. The 3G is not IMO-approved so it can't take the place of the main radar image in the IMO box. But remember that the monitor in our photo is 27 inches across the diagonal so even the "small" picture is about the same size as a full-screen image on Simrad's NSS8 recreational multifunction display (MFD).

The Argus black-box processor can run four open-array X- or S-band scanners (of up to 12 feet and 25kW) and two 3G radars with dual-receiver circuitry, which means it can mix and match the pictures from many radar sources. So it can combine the images from two radars to fill in blind sectors, giving 360-degree coverage regardless of obstructions such as superstructure. Or it can compare two radars and only display things that appear on both. A target would appear in the same place on both pictures but sea clutter wouldn't, so the clutter would be suppressed, allowing real targets to stand out.

> "Beam sharpening produces the target separation you'd expect of an open-scanner rador twice its size.

One problem of big radars mounted high up is that they can't see close-range targets—a small boat 400 yards from a big ship could be literally "under the radar." Adding broadband scanners mounted low on the bow and stern fills in that ultra-short-range blind spot. The headline-grabbing application of this is as an anti-piracy tool, though it could also be used in close-quarters maneuvering or with the added optional software for navigation in ice or other challenging situations.

For smaller craft, Simrad has offered FMCW as a substitute for the more common pulse radar rather than as a supplement to it. Although the performance of the original BR24 was awesome at ultra-short range, it was offset by disappointing performance with small or weak targets at medium and long range. The company took a big step last year with the introduction of the more

Photo courtesy of Simrad

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Intellian V80G and T80 Domes

SATELLITE CONNECTIONS FOR ENTERTAINMENT AND MORE.

Korean satellite-antenna specialist Intellian has introduced a pair of 33-inch antennas aimed at boats around 80 feet.

The V80G is a stabilized Ku-band VSAT dome that uses Intellian's own signal-strength search algorithm to lock onto the right satellite without requiring a separate input from a gyro compass. Its unusually flat dish design and long feed horn add to performance that is comparable to many 40-inch dishes, allowing it to operate close to the edges of the satellite footprint.

The V80G is supplied with a completely new below-deck control unit that features Wi-Fi and Bluetooth connectivity to control and monitor the system. It's useful during the setup process as a single technician can see exactly what is going on up in the dome at the same time that he is operating the control unit below decks. The V80G pricing starts at $36,900.

Matching sat-TV antennas—the T80 and T80W—are coming soon. Like the V80G, the T80 has a fully stabilized, three-axis pedestal with a fourth motor rotating the LNB to keep its polarization lined up with that of the satellite. In the T80W, a further significant refinement is the inclusion of Intellian's patented WorldView LNB (Low Noise Block-Down Converter). The LNB WorldView automatically switches frequency whenever the boat moves into a different satellite service region, eliminating the need to reconfigure systems and manually change the LNB unit. The T80 starts at $16,700.



INTELLIAN V80G
This Ku-band dome comes ready to take on the world. (starting at $36,900)

Photo courtesy of Intellian Technologies

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KEP Marine Glass Pod Monitors

SCREENS GET SLEEKER AND SIMPLER TO INSTALL.



KEP MARINE GLASS POD Add a seamless look and lights-out functionality. (starting at $15,000)

Photo courtesy of KEP Marine

Rows of monitors set into a helm console may offer all the functionality of a glass bridge but they never quite achieve that "starship" look.

But KEP Marine has come up with an innovative custom console called Glass Pod in which several sunlight-viewable monitors are bonded to a single piece of solid glass. Standard Glass Pods have two or three 15-inch monitors but custom versions can include more or bigger screens—up to 22-inches wide—with or without touchscreen control and on flat or curved glass. They can be tailored to fit almost any helm console, either in a new build or during an upgrade or refit to an existing boat.

Glass Pod prices are higher than those of conventional marine monitors: The complex assembly process, involving high-tech laminating, edge treatments, and coatings, means that even a basic flat Glass Pod with twin 15-inch displays retails for around $15,000. But KEP points out that installing a Glass Pod is simpler and quicker than installing several individual monitors. The ability to drop one into an existing console without a labor-intensive build-out offsets the cost. And the wow factor is priceless.

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Eye to the Soul

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oored stern-to during boat shows, the transoms of yachts on display line up like books on a bookshelf. But once you're onboard, the interior design takes center stage and the sweeping lines of a superstructure and carefully limned arch of the windows are literally overshadowed. Which, for Heesen's 55-meter (180-foot) *Quinta Essentia*, is truly a shame.

Even hidden by the narrow clearance between the tightly docked megayachts, the exterior of this 55-meter yacht—the first semidisplacement design for Heesen—hints at the interior. Dobroserdov Design accented *Quinta Essentia*'s traditional megayacht white with a custom Awlgrip shade of merlot red. The color, which matches that of an Italian Montemaggio Merlot, the wine produced by the owners' vineyard, highlights the exterior lines of Omega naval architect Frank Laupman's design. This contrast between white and splashes of color continues throughout the interior.

Another feature on display was the 12-by-six-foot swimming pool on the main deck aft. Though it's in an area that's rarely used while the yacht is moored stern-to due to its close proximity to the dock, the ten-person pool can be the center of attention. It features a waterfall in which water from 3,000 holes in a stainless steel pipe rains down like a curtain, the thin sheet of water providing a screen either for privacy or to show movies on.

Her name, *Quinta Essentia*, translates from Latin as the 'fifth element.' While the first four elements (earth, wind, fire, and air) may be familiar, the intangible fifth refers to the soul. The interior design echoes this theme: Five colors, each representing a different element, are repeated throughout the yacht. Each of the guest cabins is assigned a color: purple (air) in the twin, red (fire) and brown (earth) in the two queens, blue (water) in the lower-deck VIP that can split into two cabins, and silver (soul) in the master.

Specifications

Construction:	Aluminum
Classification:	MCA/LY2
Fuel capacity:	33,000 gal.
Water capacity:	7,965 gal.
Engines:	2/5,762-hp MTU 20V 4000s
Generators:	2/176kW Kilo-Pak
Watermakers:	2/HEM 30/4000
Range:	4,500 NM at 12 knots
Bow thruster:	12kW hydraulic HRP
Air conditioning:	Heinen and Hopman
Exterior design:	Omega Architects
Interior design:	Ken Freivokh/Reverberi design
Naval architecture:	Heesen/Van Oossanen & Assoc.



Left: Glass bulwarks let sunlight in though the master's sliding glass doors. **Above:** Skylounge sofas face an ethanol-burning fireplace.

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Encompassing more than 70 square meters, the full-beam master is the largest aboard any Heesen and would be equally at home aboard a larger vessel. With an open-plan layout, the sleeping area, with its offset bed, and small sitting area flow into each other. Light floods the cabin making the white and silver design sparkle. Full-height, curved-glass doors lead to fold-out, over-water balconies with glass bulwarks, another first for Heesen. These "windows to the soul" were in the design brief the owner presented to Heesen.

The saloon on the main deck features two discrete seating areas. Farther aft, two white sofas feature a bright watercolor bouquet. The only linear furniture in the rectilinear communal area points forward to the second lounge. The royal purple sofa circles a table embedded with lights depicting constellations and faces a flush-mounted TV. Full-height arched glass doors lead to the side decks.

On the bridge deck, windows almost completely encircle the skylounge. Two more full-height windows arch around two white semi-circular sofas, which face a TV and an ethanol-fueled fireplace that burns in colors. Nestled in the starboard-side arched window is a white grand piano. In a change from typical megayacht layouts, the round formal dining area sits just aft of the sitting area, encompassed by 180 degrees of opening doors. Directly above the table, a round skylight lets light in from the sundeck.

Up there, besides an open-air table, the majority of space is enclosed and designed for relaxation and self-improvement. There is an aft-facing gym as well as a sauna and massage rooms. The forward area is dedicated to an observation room, which has walls lined with raffia set in resin. Another circular layout features a white curved sofa facing the forward, exterior Jacuzzi.

England-based designer Ken Freivokh drew up the original interior designs, which were stark and modern, but Italian designer Michela



Left: The elevator atrium features glass all around. **Above:** The main saloon has two seating areas and full-height doors to side decks.

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Reverberi was later brought in to increase the warmth and color. Throughout the yacht, from the main saloon to the master bath, the walls are covered in a pearl-white lacquer with a depth that took 20 coats to achieve.

One design of Freivokh's that remains is the atrium. His characteristic futuristic luxury is seen at its most extreme around the elevator. Aboard a megayacht the spaces used to move people between decks can be overlooked. But on *Quinta Essentia* they're a work of art. The glass stairs that circle the elevator are freestanding and attached only on the outside. More impressive are the walls, which Bernard Pictet hand-engraved with liquid lead; each square meter took 20 hours to complete.

With such a meticulously planned yacht, the tender had to be special. Custom built by Vaudrey Miller in New Zealand, the 25-footer stows athwartships in the first floodable tender bay Heesen has built. The flush surface that is created between the boat and the dry dock allows the guests to board and disembark more easily and in privacy.

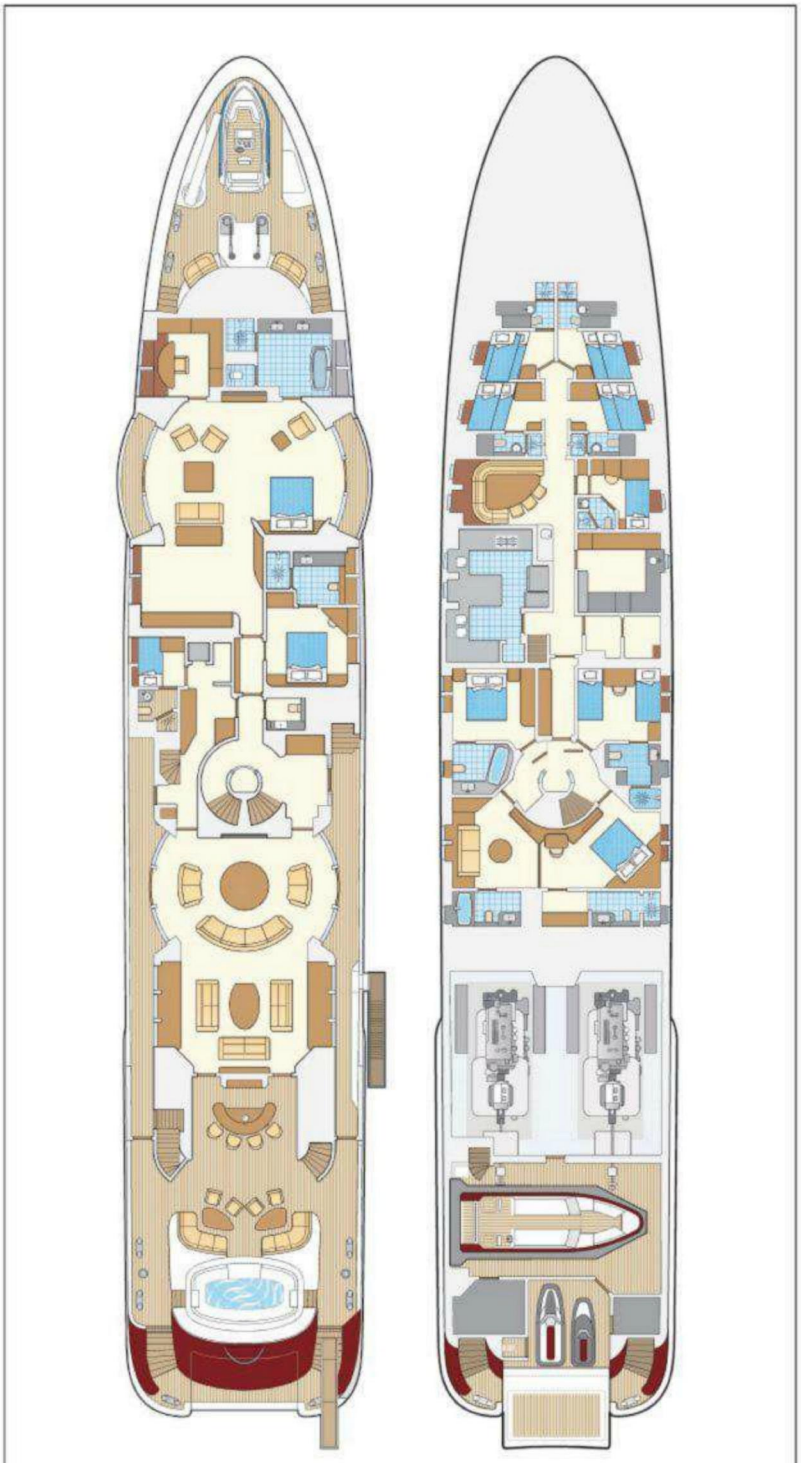
This is Heesen's first 55-meter and also a fully custom project; the yard typically builds semicustom yachts. Founded by Frans Heesen in 1978, the Dutch shipyard has been expanding its production capabilities in recent years. Additions include climate-controlled production sheds that can accommodate longer yachts. Twelve yachts, including four started on spec, are currently under construction. Its yachts are semicustom only in the broadest sense: The hullforms with that distinctive pelican bow flare are preengineered, which reduces build time, but the interiors are entirely bespoke. But what really sets these yachts apart is their speed.

And these repeat clients chose Heesen specifically for that reason. Their previous Heesen, the 47-meter (154-foot) *Celestial Hope*, had a top speed of 25 knots to keep up with their racing sailboat *TP54* and remain ahead of any regatta. Despite weighing nearly 800 gross tons, *Quinta Essentia* has a top speed of 24 knots although she reportedly reached 25 knots during sea trials. But this all-aluminum vessel is also efficient with a 4,500 NM range at half those speeds.

From its first floodable tender garage to the unique custom-blended exterior paint, this inaugural 55-meter Heesen shows what custom boatbuilding can achieve. All the high-tech developments and custom design aboard show that, on *Quinta Essentia*, beauty is more than skin deep. In fact it goes right to the soul. PMY

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Illustration by Steve Karp



NEED TO KNOW

HEESEN *QUINTA ESSENTIA*

LOA: 55 m/180'5"
Beam: 10.3 m/33'10"
Draft: 3 m /9'10"
Speed: 24 knots

Std. Power: 2/5,762-hp MTU 20V

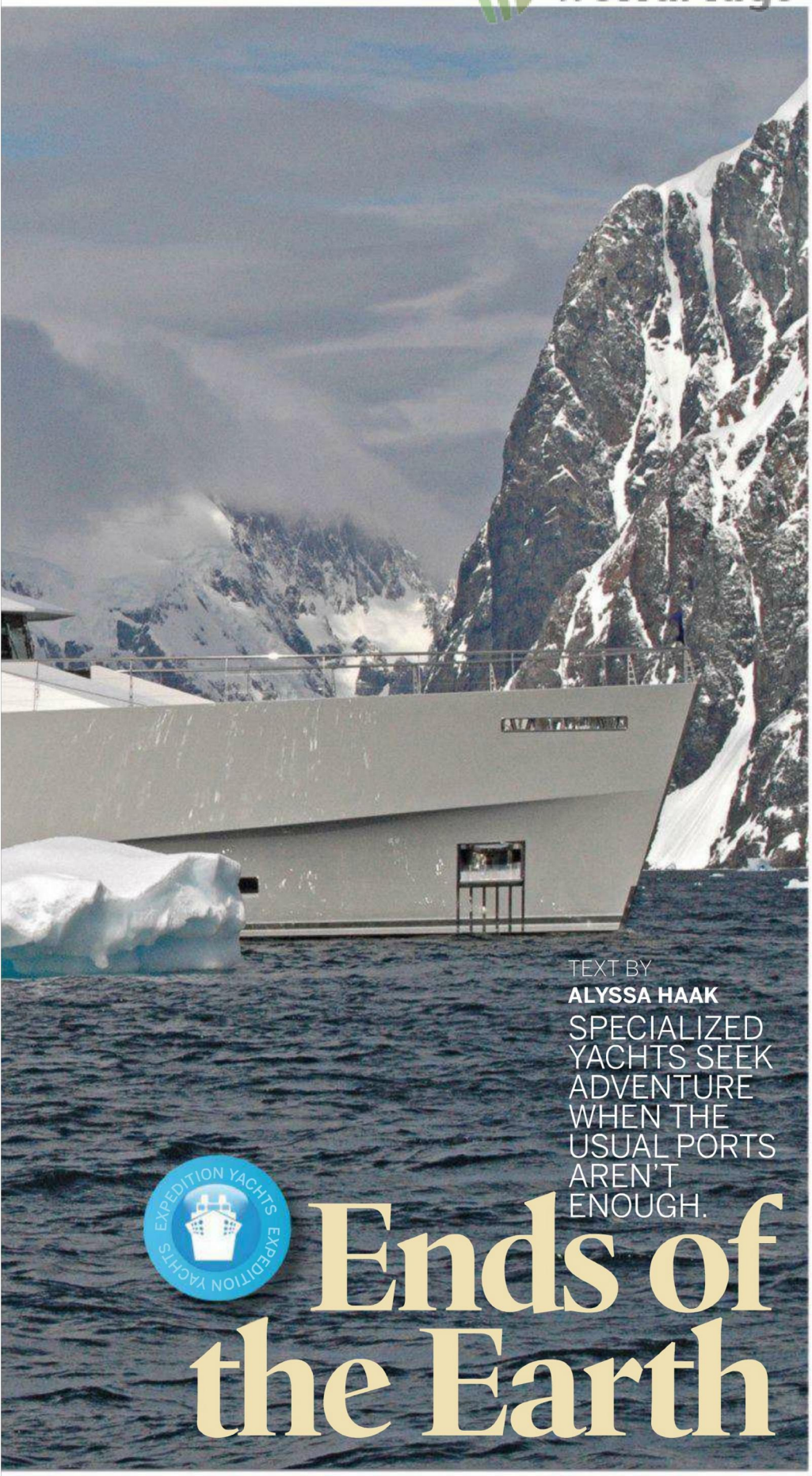
Accommodations: 12 guests in 6 cabins; 10 crew+captain's cabins

Left Top: The formal dining table is on the bridge deck. **Left Bottom:** When flowing, the waterfall provides privacy for the aft deck.

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TEXT BY
ALYSSA HAAK

SPECIALIZED YACHTS SEEK ADVENTURE WHEN THE USUAL PORTS AREN'T ENOUGH.

Ends of the Earth

Photo courtesy of Aquos Yachts

In less enlightened times, unexplored areas of the map were marked with the simple phrase, "Here Be Dragons." Nowadays as paper charts have been fleshed out, unexplored areas are often simply marked with pins, changing them into a personalized destination wish list.

But turning those far-flung daydreams into reality is far more involved than planning the standard megayacht run between the Med and the Caribbean. These itineraries require detailed planning, specially chosen crew, and most important, yachts that are up to the challenge.

How Did I Get Here?

Recent boat shows have presented an influx of explorer-style yacht designs and launches. Builders as disparate as Moonen, Mondo Marine, McMullen & Wing, and Kingship have designs ready to build, just waiting for the right person to sign the contracts that will begin construction. But owners looking for vessels to carry them to destinations that are off the chart must know what they need.

Dutch yacht designer Rene van der Velden, who has an explorer design in build at Alloy Yachts in New Zealand, draws a distinction in these designs, "Today there are a lot of 'fashion explorers' for people who like the bold looks that come with the type," van der Velden says. "But the use of the vessel is not different than an ordinary yacht."

As with any trend, pretenders come along, capturing the look but not the capabilities. "There are two kinds of explorer yachts," Fraser Yachts broker David Legrand concurs. "The second kind is vessels that look the part and are an explorer in spirit. And then there are the expedition yachts."

Megayacht owner Richard Beatty knows what a real explorer yacht needs. He designed and tested his 45-meter (147-foot) *Big Fish* and then logged more than 45,000 NM aboard her. "The equation is always one of balancing design and performance—which in exploration yachts means long range as well as excellent seakeeping—with construc-

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tion excellence," says Beatty. "To achieve the latter, it is absolutely essential to find a yard that has had significant experience building yachts that operate safely and reliably, and are easy to repair and maintain when far away from port facilities. We selected McMullen & Wing because of their reputation for operational reliability."



This New Zealand yard focuses on not only expedition but also high-speed yachts, both of which require increased engineering. On *Big Fish*, that included an ice-strengthened hull, extra-robust and -reliable systems, and increased refrigerated stowage. And while keeping food fresh is obviously important, so is keeping garbage from smelling until the vessel reaches a port with the capabilities to accept it.

Legrand is also managing a new explorer project by the Italian shipbuilder Mariotti, a yard that until now had focused on building luxury cruise ships. In designing the 55-meter (180-foot) Geo, it is adhering to the same demanding timetables and engineering practices that are common in the cruise-ship industry.

Geo (the project name) features key aspects that are common on expedition yachts. Her increased outdoor space includes a 220-square-meter sundeck that's protected from the weather by heavy glass and

Renderings courtesy of Mondo Marine and Fraser Yachts

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aft doors. There are three decks dedicated to guests, whose main-deck cabins have the maximum light and the best views, while the 13-member crew has its own dedicated deck. A small transom door simplifies boarding from a tender in heavy seas and replaces the aft swim platform for areas where unwelcome visitors could be a problem.

Another concern for these yachts is their external finish. Allan Jouning, co-director of the megayacht agency 37 South, was captain of *Itasca*, the first private yacht to transit the Northwest Passage from west to east in a single season. "Exploring arctic and antarctic areas can be hard on hull paint so expedition yachts normally go for a more high-quality commercial finish," he says.

And while range is important for long-distance cruising, it doesn't always tell the whole story. "A real expedition yacht would have fuel to take it halfway around the world without fueling," Jouning continues. "But most of these yachts will have one or two generators running 24 hours a day so the actual range gets altered with this requirement."



While safety and efficiency are concerns on any yacht, they're especially important on an expedition yacht. And the differences aren't always obvious based on the exterior styling. "Actually the design

Clockwise, from bottom left: Geo's long LOA provides both efficiency and a smooth ride. The interior designs feature a main-deck owner's cabin with views to the water and a main saloon with loose furniture so it feels more like a house on the water. Mondo Marine designed its explorer design, with bridge-deck hot tub.

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Above: *Star Fish* is the next step up for the owner of *Big Fish.*

brief is not so different from what it should be for a 'normal' yacht," van der Velden says. "Some well-designed yachts will be better explorers than some of the fashion explorers today. The main thing is that for a serious explorer, safety and practicality should always prevail over style."

But it's not just the yacht itself that owners need to consider. Capt. Paul Deeth, who has helmed both the 194-foot *Senses* and the 115-foot *Surprise,* points out that even the tenders have special requirements. "They need to be able to launch in big seas and cruise two days to a reef." For example, *Big Fish*'s tender, the 28-foot custom *Triple Ripple,* has a 315-hp Yanmar with a 200-mile range at 17 knots as well as a jet drive for cruising in shallow waters.

Who Are You?

Seeing a speck on a map and turning it into a destination requires certain personality traits of an explorer-yacht owner, crew, and guests. A few characteristics tend to repeat. Legrand says the typical explorer owner is experienced and values the lower operating costs an efficient yacht can provide.

Plus, expedition owners tend to active; they're into diving and fishing, and their yachts usually have the toys to match. "All of our owners are passionate about watersports, but those who own explorers are even more so," says Dorien Bilterijst, communication manager of Moonen Shipyards, which is currently building its second explorer yacht.

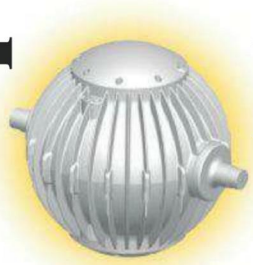
Owners who invest in such a yacht, says Liz Howard, a Fraser charter broker, can't rely on chartering. "[Expedition yachts are] a hard sell," she says. "People still want the big white boat in the south of France."

When charter clients do seek out an adventure charter they often share certain characteristics with expedition yacht owners—they may even be owners themselves, or were in the past. "[An owner's] boat may not be suitable or he may not want to move it around the world," Jouning explains.

Rendering courtesy of Aquos Yachts

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Having sailed far afield, Deeth knows the expectations of owner and crew need to align. "The owner has to want to be adventurous and find a crew to match," Deeth explains. "The captain is key as the job is a bit more demanding, with long hours and overnights."

Though the typical owner spends only a few weeks aboard every year, the crew are there for the duration. "The crew tend to be comprised of thrill seekers," Howard says. "If they're going to be in the South Pacific for two years, they have to love adventure sports."

But as the distance increases between the yacht and "yachtie" towns such as Fort Lauderdale, Florida, or Antibes, France, so does the difficulty in replacing crew. Deeth no longer uses crew agencies, and instead depends on word of mouth from other captains. "You look for people who are keen to join," he says. "Not everyone wants an adventure."

The definition of adventure isn't just spontaneity, however, so those thrill-seekers also need to be adept in practical things like planning and provisioning.



Supplying an expedition yacht doesn't just refer to the chef's keeping the pantry full and the meals tasty and interesting, Howard points out, but also to the engineers stocking detailed spare parts. "There are so many logistics," she says. "It's better to have an experienced crew who know the requirements."

An experienced crew also knows how to put together alternatives when there are no conventional means available, whether that be the owner's private

Above: Moonen's second explorer is under construction. **Left:** The owner's cabin aboard Moonen's 100-footer has plenty of stowage for long trips at sea.

Renderings courtesy of Moonen

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Downeast (daü.nist) (noun): Crafted in Maine.





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Photo courtesy of Aquos Yachts

Above: No destination is too remote for the 45-meter (147-foot) *Big Fish*, built by McMullen & Wing.

plane or a more creative solution. "We were cruising from Fiji to the Marshall Islands and we weren't sure there would be fuel," Deeth recounts. "So we hired a guy with a donkey cart to bring enough fuel down."

Beatty praises Capt. Winston Joyce-Clarke for choosing a crew that has contributed to *Big Fish's* success in terms of travel itinerary, safety, and in attracting repeat charter clients. "Even though it's far more difficult on crew to be constantly with guests in remote areas, I believe you actually can attract a higher caliber of crew when your boat is going to exciting places," Beatty says. "What young person—who is also a committed seafarer—wants to be stuck on a boring yacht doing the same thing in the same old watering hole as every other yacht on the planet?"

Should I Stay or Should I Go?

An explorer yacht that is well crafted, staffed with a willing crew, and provisioned to the hilt will be limited only by the owner's imagination (and possibly the restrictions of a few inhospitable governments). In just 18 months, *Big Fish* has been to the Galápagos, Antarctica, South Georgia Island, and the Amazon.

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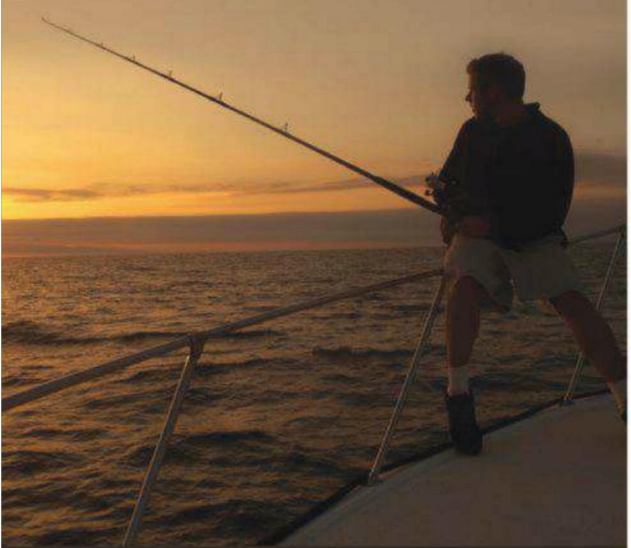
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Above: The 114-foot *Surprise* has cruised to isolated ports of call all over the world.

"It was always my plan to take my yacht—excuse me for borrowing the phrase for my own purposes—to go where no yacht has gone before," Beatty says.

However some destinations do have their drawbacks. The May-to-October South Pacific season coincides with hurricane season, but relocating north or south escapes the storms' common path. Jouning suggests moving north toward the equator or south of New Zealand in the sub-Antarctic Auckland Islands.

Once the chosen destination is reached, it is Deeth's experience that most owners want to live off the land or sea. "Fishing or catching lobsters are part of the adventure," he says. "In the Solomon Islands, the [former] owner of *Surprise* went for a drive and returned with a wild boar."

But at the end of the day, the typical expedition trip is about the adventure, but not necessarily isolation. "I built *Big Fish* because I enjoy cruising remote areas where you can meet native, non-Western people, enjoy waters that have not been overfished or environmentally degraded, and see wildlife in abundance," Beatty says. "You can literally be where no private yacht has ever been before and still conduct critical buiness and be in touch with your family. What's incredible to me is that given the technology we now have, how few yachtsmen are enjoying the ability to enjoy the world at its very, very best." PMY

EDITOR'S NOTE: *For a detailed checklist of explorer-yacht components visit www.pmymag.com/explorer.*

Photo courtesy of McMullen & Wing

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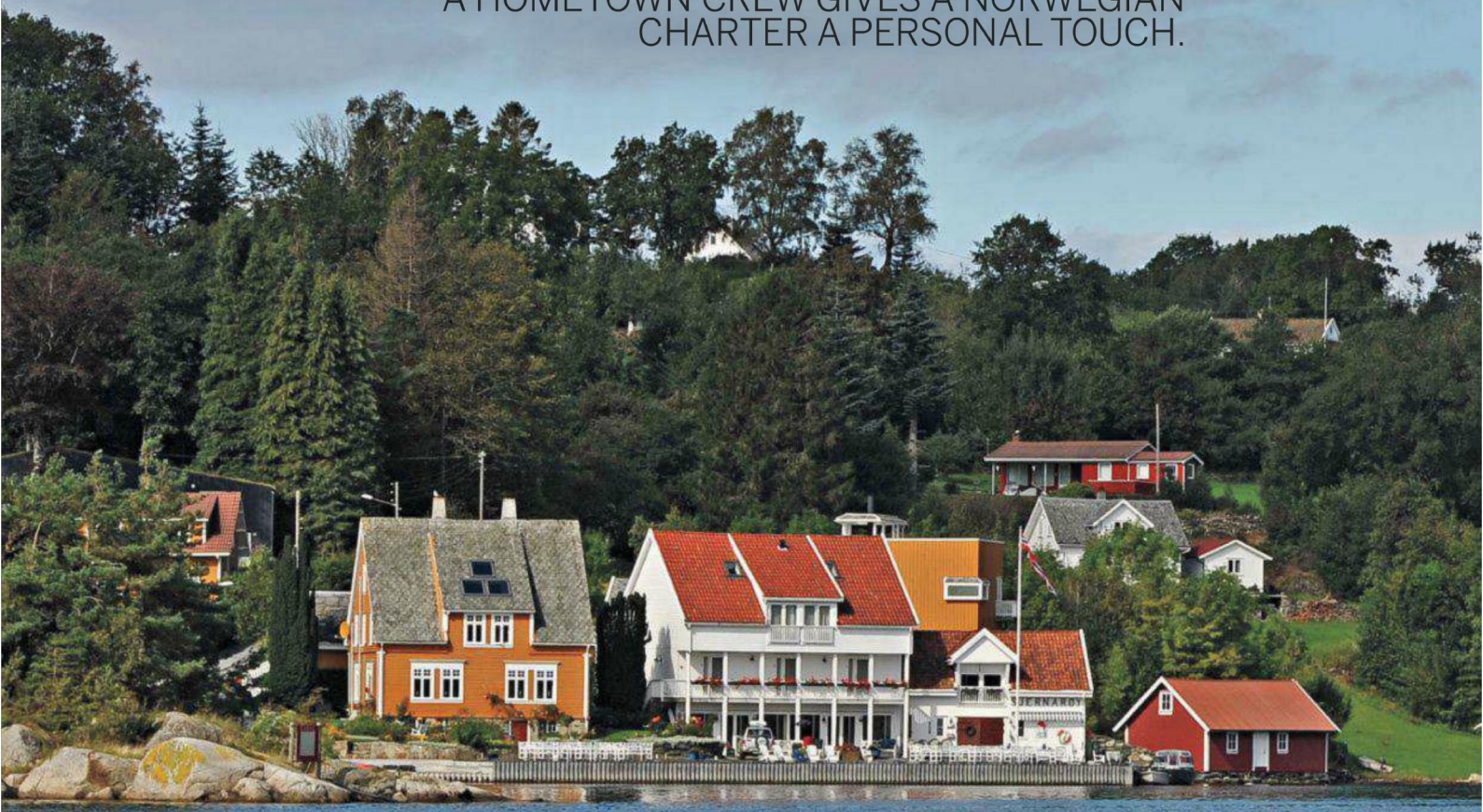
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Local Perspectives

TEXT BY **ALYSSA HAAK** PHOTOS BY **AIMÉE COLÓN**

A HOMETOWN CREW GIVES A NORWEGIAN CHARTER A PERSONAL TOUCH.



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Norway's vast expanses of coastline are only speckled with homes, making it no surprise that the country has one of the lowest population densities in the world: just 16 people per square kilometer. And with fewer than 100 towns having a population of more than 5,000, the country provides endless opportunities to discover (or feel like you've discovered) a new cove, bay, or inlet. It's a trait that's thrilling but also can be a little intimidating.

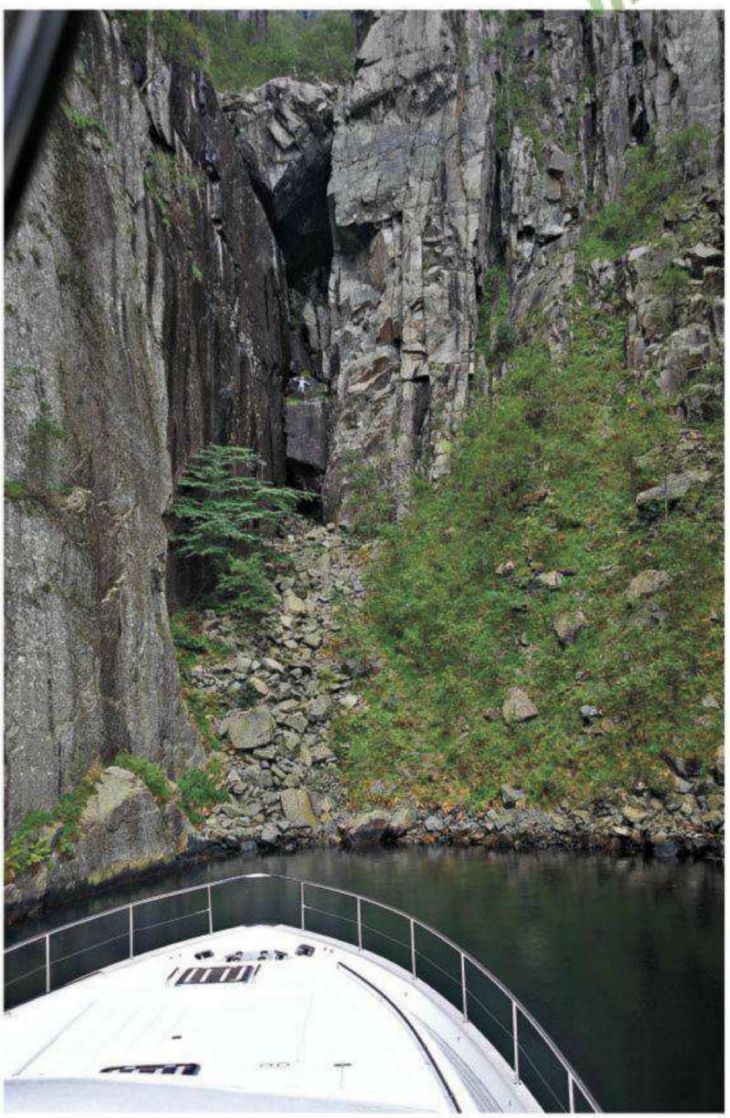
A local crew can make the discovery process a lot easier by planning a cruise that uncovers all the gems the landscape has to offer, serving regional cuisine made with local ingredients, and explaining the legends and myths behind your destinations. And the most personal way to begin such a trip is to start at the yacht's private dock just outside Stavanger, Norway's third largest city.

Capt. Arlid Lofthus and Geraldine Gitsham, a charter broker from Camper & Nicholsons, arrived in a black Mercedes to pick up *PMY*'s creative director Aimée Colón and me at our hotel; our luggage was transported in a black Range Rover by deckhand and engineer Jan Lofthus. To be honest, we'd expected a drive down to the city marina lasting 15 minutes. Instead, we turned out of the city and began a 40-minute drive through the thinly populated countryside. As the road wound around a lake and farm we encountered a traffic jam (two other cars on the road) en route to our destination, *Anne Viking*'s hometown of Lauvvik.

Docked at the private pier was *Anne Viking*, a 2004 85-foot Princess. In a country where neighbors are few and far between, the two-story white house behind her stood starkly alone with its dock. We quickly boarded, cast off lines, and set off into the day's mist toward Lysefjord.

We'd barely entered the fjord when the captain pointed out the Pothole, a geological oddity formed at about the same time as the rest of the fjord when the passing glacier drilled one rock into another. The resulting indentation is barely two feet deep, but when filled with water the per-

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fectly round divot looks like an entrance to the center of the earth. In the warmer months, tour ships hire mermaids to sun themselves on its rocky edge.

As we continued into the fjord, the gray stony cliffs around us began to rise—300, 400, and finally 1,000 feet, up into the day's mist and matching sky. Off the port side we spotted a small crevasse accessible through a narrow pass. Arlid said this small roofless cave was where petty criminals would go to escape capture. When the authorities followed, the miscreants would scale the cliffs and arm themselves with rocks and other projectiles. A flannel-clad mannequin had been hung to commemorate this bit of history.

The cove was just slightly larger than *Anne Viking*, something I realized as the captain put the yacht into a delicate 180-degree pirouette so we could exit. This maneuver also highlighted an oddity of yachting in these fjords. Unlike most bodies of water where the bottom gently slopes away from the shore, the fjord walls drop straight down below the surface, sometimes reaching depths as low as their cliffs are high. The cove was 80 feet deep where we were but quickly dropped off to 1,300 feet as we passed back into the main waterway.

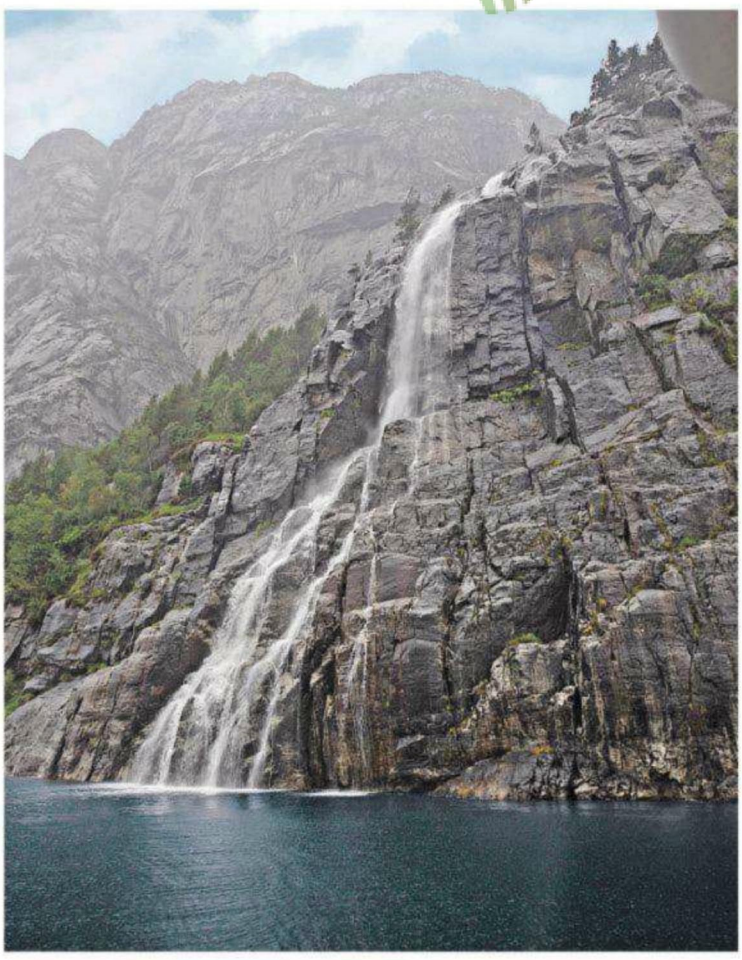
With plenty of water next to the cliffs, our captain was able to edge *Anne Viking* right up to our next (and most adorable) stop. A small grassy patch bordered by the cliffs on three sides and water on the fourth made

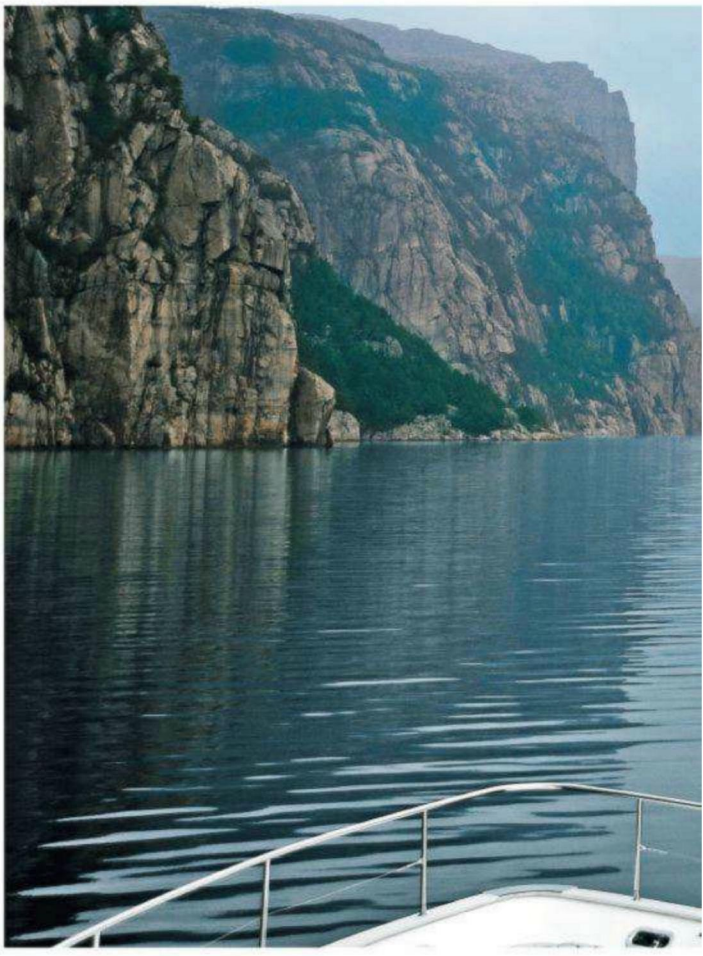


The captain was able to edge *Anne Viking* right up to our next (and most adorable) stop.

Clockwise from top left: Leaving *Anne Viking*'s homeport in Lauvvik. Thieves could get the upper hand when escaping into this cave. Sailing into the mists of Norway. Natural boundaries pen in these goats.

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the perfect lea for three goats. Chef Bjorn Hettervik had been working on our forthcoming lunch but quickly appeared with the remnants of a loaf of bread. The goats were familiar with the feedings and made their way down their angled pen so Aimée and I could lob bread to them.

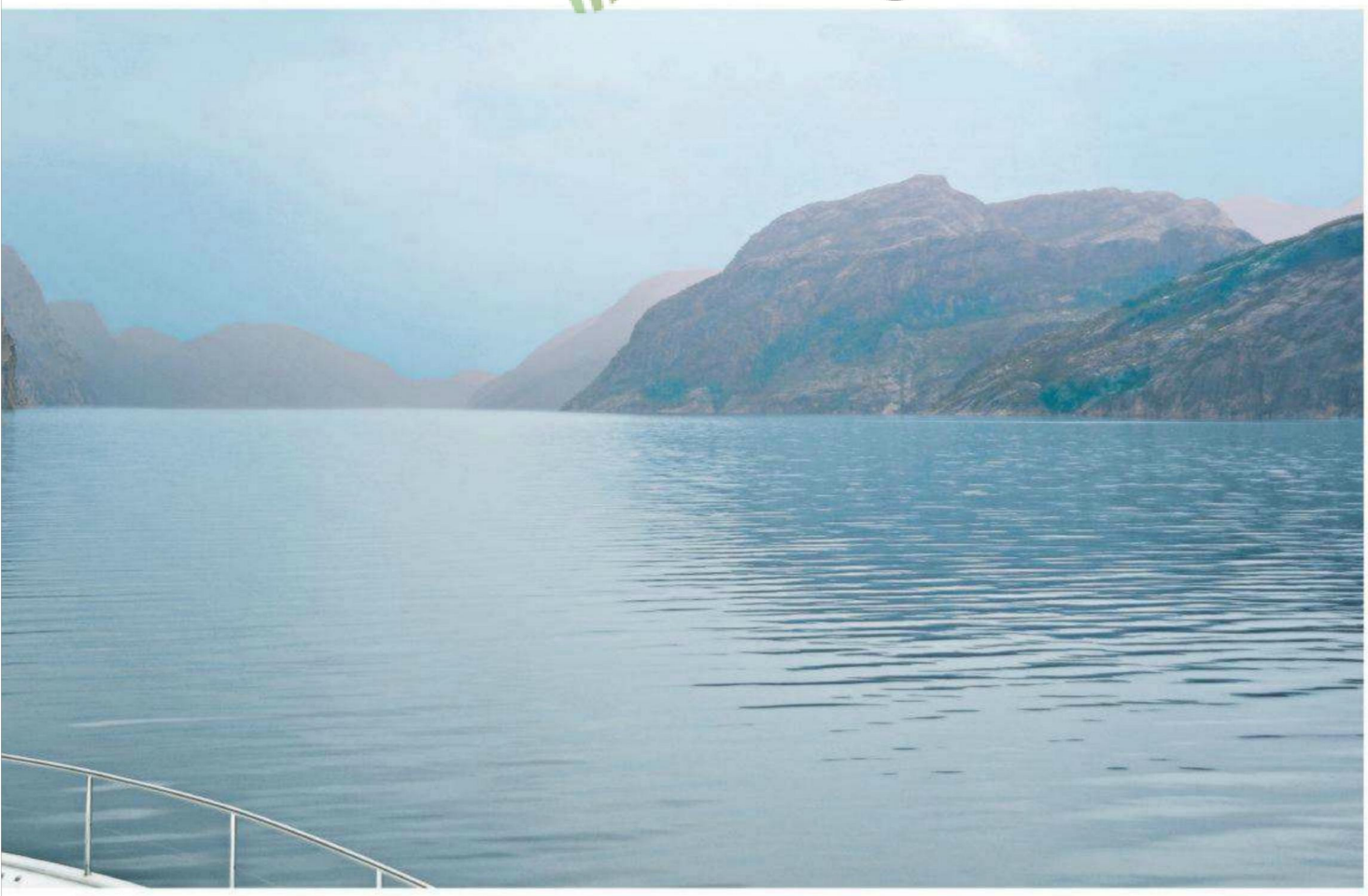
Only *Preikestolen*, the Pulpit Rock, remained at the end of the fjord. Its flat top soars 1,982 feet over the water and is a popular hiking destination for tourists and a BASE-jumping site for the insane. Having reached the fjord's dead end, *Anne Viking* turned toward the mouth as Aimée, Geraldine, and I sat down to our first meal and what turned into a culinary lesson.



The salmon was from Norway's northwest coast, and "there are only four hours between sea and package."

Illustration by Steve Stankiewicz

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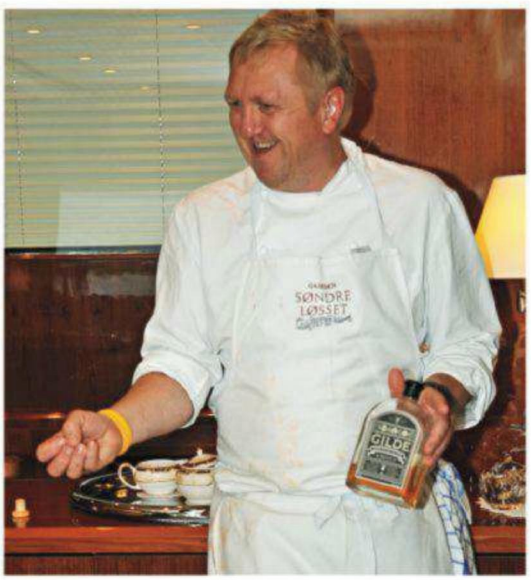
Stewardess Grete Lofthus had prepared the indoor dining table, and no sooner than she'd filled our glasses with a gewürztraminer than Bjorn arrived with our first course of shrimp tossed in herb butter with piles of bread and salted butter. Our main course came with a seafood tutorial. The salmon was from Norway's northwest coast, Bjorn said. "There are only four hours between sea and package." He served it with a lobster sauce and a Norwegian aquavit reduction.

I admitted I didn't know what aquavit was.

Hettervik was shocked, went to the galley, and returned with a bottle of Gilde. "The best," he said and explained it was named after a type of Viking party. Suffice to say I wouldn't survive such a Viking party.

Anne Viking headed next to Borgøy, a tiny island with a year-round population of 13. Bjorn has a house there but our tour guide for the island was Aashild Hettervik (no known relationship to Bjorn), the owner, with her husband, of Borgøy Notservice and Sjohusferie, a restaurant and conference center. She offered us *kranzen*, a circular almond cake that she described as "cooked marzipan," with coffee and a serving of the property's recent history. Since 1995, the couple has updated it with six new cabins in the clean, spare Scandinavian style. Tucked in among the trees, each tiny house had its own personality and large windows for the perfect view. As we neared the end of the tour, chef Bjorn sailed past on his bike, returning from his home on the island.

The night's dinner again reflected Bjorn's obvious love for local foods. Before dinner we started with savory hors d'oeuvres of moose, a six-year-aged Jarlsburg cheese, and

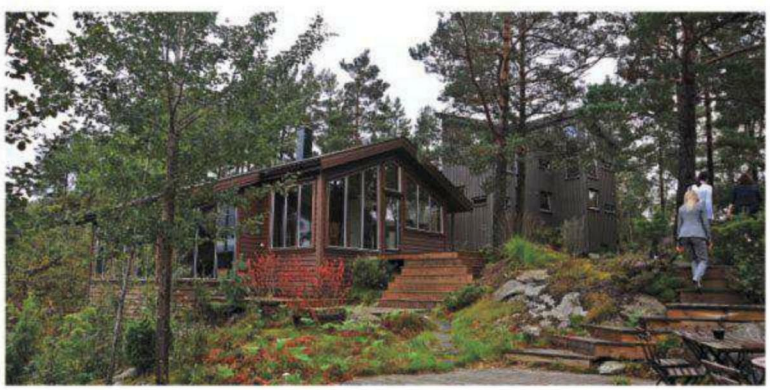


Clockwise from top left: Whiskey Waterfall flowed from the glaciers of Lysefjord. Rainy mist shrouded the rocky cliffs. Chef Bjorn introduced us to Gilde aquavit. The salmon was practically from the same ZIP code we were in.

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champagne. Our first course offered both cold and warm smoked salmon with traditional sides of eggs, local goat cheese, and pepper sauce; our second continued the rich and earthy flavors as Bjorn presented veal with Brussels sprouts and roasted potatoes in butter.

With no cars on Borgøy, the night was silent, as Geraldine, Aimée, and I conversed in the saloon after dinner.



But under the influence of the fresh air and rich foods, we soon headed down to our cabins to turn in.

In the morning, Aimée and I rose early to see a bit more of the island. We assumed it would be easy since it had just one intersection. We just happened to choose the wrong road. A couple of times.

But with the sun finally beginning to make its first appearance and the only sound the crunching of gravel underfoot, the morning's walk was an excellent way to work up an appetite for the breakfast spread waiting for us back aboard *Anne Viking*. There were tomatoes, herring, pineapple, caramelized goat cheese, an omelet, thick-cut bacon, cheese, and bread made by Aashild served with the delicious salted butter. The meal was timed perfectly to keep us dry from the morning's downpour.

We soon pushed off, said goodbye to Borgøy, and headed toward Stavanger. Just as we cruised through a narrow pass with houses on one side and schoolchildren waiting for the boat-bus to pick them up on the other side, the sun broke through the clouds and we relocated

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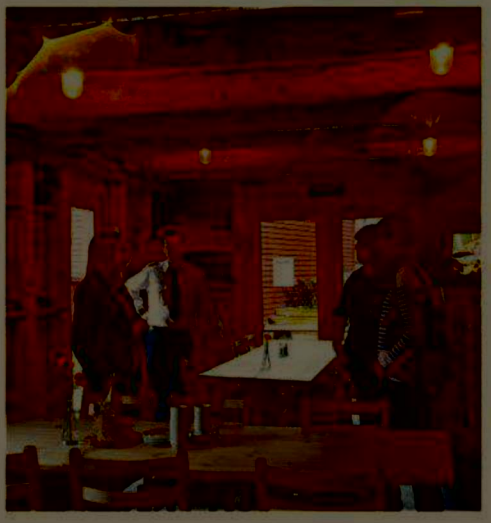


to the flying bridge, where Grete brought us blankets. But the warmth didn't last long, and the rain soon returned and drove us back into the saloon.

We had one meal left before the end, and it was the most rustic one yet. For lunch, Bjorn served reindeer leg "smoked in a sauna" with a beet and onion salad and two Norwegian cheeses: Kraftbar, which translates to "strong man" and reflects its flavor, and Knudenost, a regional goat cheese made by "one old guy" and served with a balsamic vinaigrette.

As it was with the rest of the trip, the timing at the end was impeccable. The conclusion of our meal came just as *Anne Viking* docked near the petroleum museum honoring Stavanger's main industry, and Aimée and I disembarked into the city, joining the bustle of its streets to find our way home. PMY

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Clockwise from top left: Ancient pine trees cover much of Borg *Anne Viking* cruised through the out islands on our retur to Stavanger. Aashil Hettervik (second fr right) gives us a tou of her restaurant. Th cabins blend into th landscape.

Tucked among the trees, each tiny house had its own personality and large windows for the perfect view.

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Above: With a secure Portuguese bridge and covered side decks, the Chadwick's Marlow 57 is ideal for her intrepid cruisers.

It's amazing that neither of us hear them hit *Indigo*, but there they are. It's still dark, and conditions are pretty miserable. We certainly aren't properly dressed for the 50-plus-knot winds and intense horizontal rain we encountered when we rushed to the bow.

The crews on the two sailboats are doing their best to keep us from banging together, using fenders and their far-too-vulnerable hands. But it quickly becomes clear that separating the boats is not going to be easy. The rudder of one or both of the sailboats has snagged our anchor chain, and the untangling process is going to be a delicate maneuver not to be attempted in the current conditions. After deploying all of *Indigo*'s fenders to help keep the boats separated, we move to the pilothouse to monitor the chartplotter. Unlike the sailors, at least we're in a dry spot out of the wind and rain. Score one for the powerboat.

Our biggest worry is that our anchor might not be capable of holding *Indigo* as well as the two sailboats which are hanging on our chain with their sterns pointed into the wind. If the three boats break free as a unit we all will be grounded in the adjacent mangroves within a couple of minutes. We keep watch with the engines running, but fortunately we don't need them. The anchor holds.

An hour later the rain decreases, the wind drops to 25 knots, and the rising sun increases visibility. After consulting with the other captains we agree on a plan to separate the boats. I release our snubber line and let the anchor chain out as quickly as the windlass will allow. With the tension off, the chain drops to the bottom and clears their rudders. The two sailboats power away and wisely re-anchor separately.

Fortunately no one has been injured. It would have been relatively easy for someone to have severed a finger or crushed a hand during those first few minutes while everyone was trying their best to fend off. Overall the damage is surprisingly modest. The swim platform was knocked off one of the sailboats, and we have a number of impressive scratches on our high-gloss blue hull, but they're superficial rather than structural. Later that morning one of the sailboat captains comes over by dinghy, accepts responsibility for the accident, and agrees to cover the cost of repairs—a substantial commitment that he later honors.

In retrospect we should have immediately contacted Florida Fish and Wildlife to report the accident. When damage is estimated to exceed $2,000 or there is an injury, the agency will send a boat to investigate. Fortunately we were dealing with an honest captain, since establishing responsibility at a later date would have been a challenge with no documentation of the incident.

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Bermuda Challenge participant



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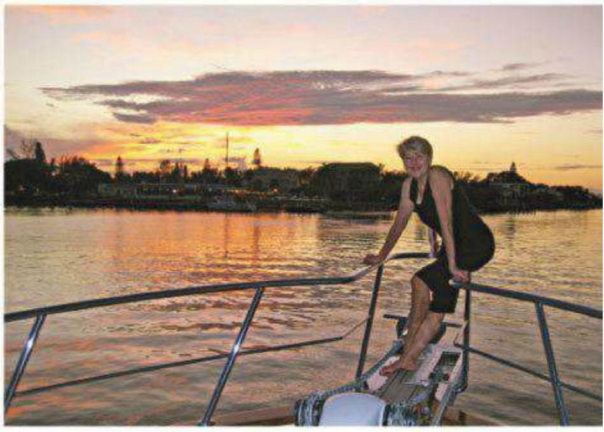
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> "In looking back I think we were fortunate to have replaced our primary anchor before starting this cruise. Sailors love big anchors and when we purchased *Indigo* she came equipped with a beautiful, stainless steel, 60-pound plow, which on paper should have been adequate."

Our first reaction is to return home and make arrangements with Marlow to repair the damage, but after calming down we decide to stay at anchor in Pelican Bay. Unfortunately the weather over the next several days is not the best. We're in the crease between stationary high- and low-pressure systems, which keep the winds fairly high and generate numerous tornados. Certainly watching tornados on Sirius Satellite Weather does more to excite than help us. On our sailboat we would have been blissfully ignorant.

Without a doubt *Indigo* is more comfortable than our sailboat during this unsettled weather, and we actually begin to enjoy the trip again. This changes when a sailboat drops anchor directly upwind of us, runs over the top of their rode for two boat lengths, and settles back on the anchor without setting it. Next, two trawlers raft up with the sailboat, one on either side. It's time to go.

The security of a marina seems like a welcome change so we reserve a slip in Boca Grande just a few miles away. This will be the first time we've docked *Indigo* in a slip other than our own in Sarasota and conditions are not the best for a novice captain. The wind is on our beam at 20 knots coupled with a one-knot cross current. It takes four tries but we squeeze *Indigo*'s 18-foot beam into a 19-foot-wide slip without scratch. Safe at last, or so we think. (To read about *Indigo*'s time in her slip and learn more lessons, visit www.pmymag.com/Chadwicks.)



Clockwise from top right: Kat shows the ropes to Jade, the Chadwicks' four-foot pet iguana, on the Marlow's swim platform. *Indigo*'s bow pulpit is a fine place to take in a sunset. The Chadwicks enjoyed cruising on *Jade*, their Beneteau 423, for years. Pat treasured *Jade*'s open cockpit but admits that the Marlow offers choices when the weather doesn't cooperate.

In looking back I think we were pretty fortunate to have replaced our primary anchor before starting this cruise. Sailors love big anchors, and when we purchased *Indigo* she came equipped with a beautiful, stainless steel, 60-pound plow, which on paper should have been adequate. However considering the way we planned to use the boat for island hopping we decided to replace it with a 90-pound Delta. Since the Delta held *Indigo* and both sailboats in challenging conditions we're feeling pretty good about this upgrade.

So how have we been adapting to life as powerboaters? This is probably not the best time to answer that question. Surely the next cruise will be more routine. PMY

EDITOR'S NOTE: *See "Sea Change," September 2011, or online at www.pmymag.com/Chadwicks to learn why and how the Chadwicks became powerboaters. We'll continue to keep in touch with Pat and Kat as they get to know* Indigo *and continue to become more familiar with her.*

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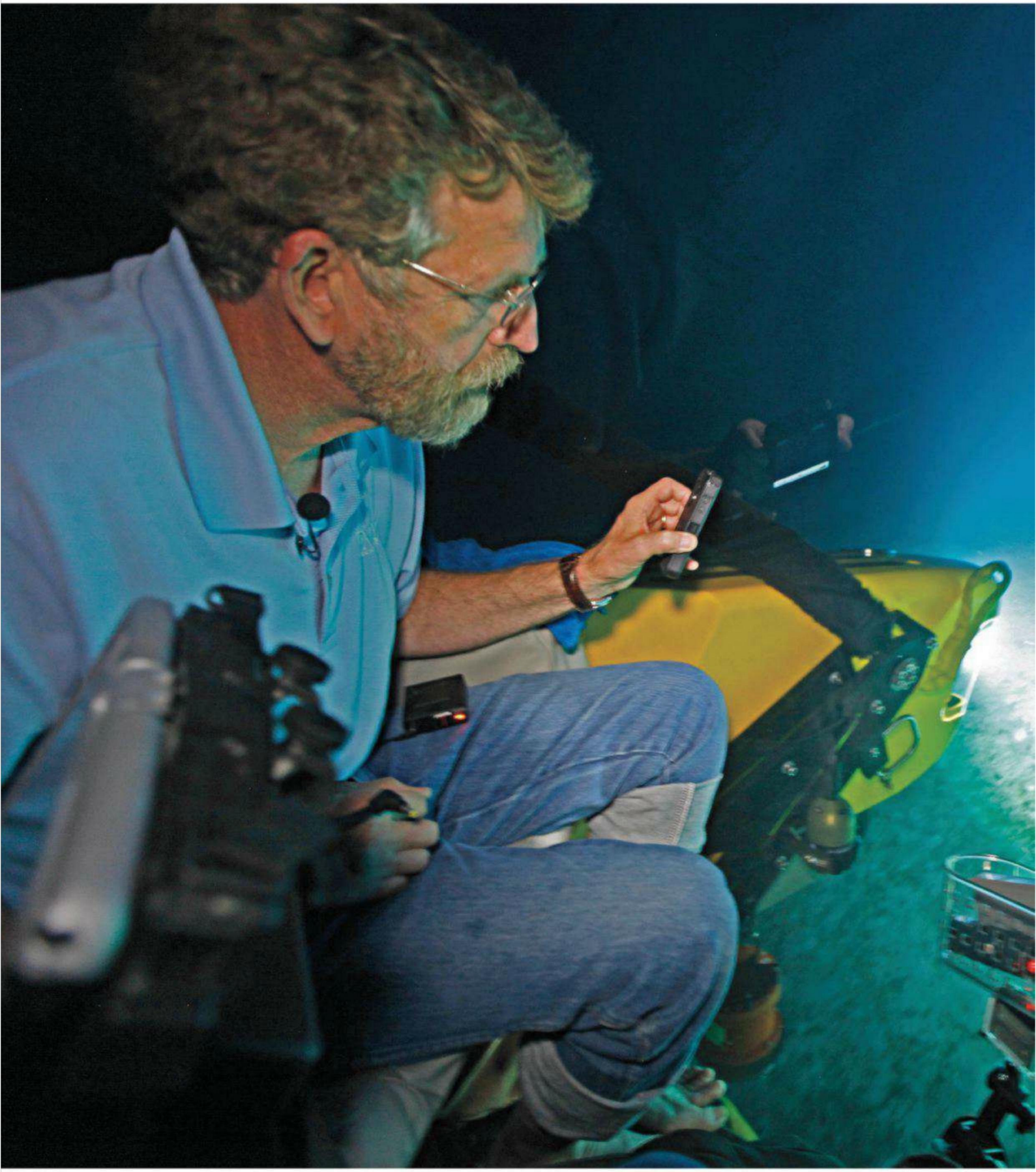


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As our Avon RIB approached the towering stern of the 220-foot *Atlantis II* in the moonlight, a near-blinding array of orange deck lights disclosed a mad, paramilitary, on-deck scene. Dark figures stood facing aft, arms akimbo, silhouetted in the glare, some at the stern rail, some down at the wave-washed foot of the boarding stair, all apparently intent on monitoring our progress. Hunkering behind them were two bright-yellow submarines—Triton's 3300/3 (rated for a maximum depth of 3,300 feet with three occupants) and her little sister, the Triton 1000/2 (1,000 feet and two occupants)—each overrun with engineers, riggers, and technicians. And still farther back, a giant Pettibone crane soared, its boom cantilevered over the subs like the beak of a giant, prehistoric bird.

"Jump when I say, 'Jump,'" Triton's John Englehart drawled from the RIB's helm. "And be careful, pardner. Murphy's Law's been doggin' this operation since dawn. Can you believe I picked today to quit chewin' tobacco?

TEXT BY **CAPT. BILL PIKE**
PHOTOS BY **JIM RAYCROFT**

WE DIVE THE BAHAMIAN DEPTHS ONBOARD THE NEWLY LAUNCHED THREE-PERSON, YACHT-FRIENDLY TRITON 3300/3 SUBMARINE.

Taking the Plunge

The author capturing iPhone video (see it at pmymag.com). Note the bare feet. Shoes and socks that are wet tend to stay that way in a sub.

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Top: Left to right, Harbor Branch Oceanographic Institute's John Reed; the author; director of marine operations for the University of Miami Richard Kniffin; and long-time submersible pilot and consultant Don Liberatore. **Above:** Dropping the Avon RIB into the drink at McLeans Town. **Right:** Waiting around brings out the old-time seafarer in a submariner. Only two hours until sundown? Yup.

I mean damn, man!"

I knelt in the bow, gingerly balancing against the swell, antsy to get aboard *Atlantis II*. Not only was I excited (and perhaps somewhat anxious) about experiencing a demo dive in the 3300/3, I was also seriously hyped about visiting one of the most famous research ships of all time, a vessel that had garnered world-wide publicity for Woods Hole Oceanographic Institute in 1986 by facilitating a series of deep-water dives on the R.M.S. *Titanic*.

"Jump!" yelled Englehart, and I lunged from the RIB through a slug of salty spatter, momentarily leaving behind my buddy and *PMY* videographer/photographer Jim Raycroft, as well as a documentary filmmaker from the BBC, a *Today* show producer, and the director of marine operations for the University of Miami. Messing about in submarines is typically expensive and complicated, and Triton was amortizing the evening's festivities with a guest list that included not only big-time journalists but all sorts of potential customers as well, from oil-company and oceanographic reps to publicity-shy yachtsmen. A bunch of hip, young TV types were even on hand, filming a pilot episode for an as-yet-unnamed submarine-related reality show.

"Who are you, and how are things going?" one of the youngsters challenged as I topped the boarding stair with Raycroft and the BBC hot on my heels. The black lens of a giant TV camera stared me in the face. A tad startled, I dealt with the first question easily. But the second seemed too challenging to handle with more than a brush-off. "Too complicated to go into right now," I replied, with all the affability I could muster.

Complicated indeed. The day had begun at 7 a.m. with the gathering of journalists, oceanographers, and other interested parties at Port Lucaya Marina on Grand Bahama Island—there were 12 or so of us as I recall. And while we proceeded to wait dockside for a Triton pickup vessel to arrive in increasingly gusty 15-to-20-knot winds, a full seven hours of thumb-twiddling elapsed; followed by sketchy reports that a test dive in big seas offshore had slightly injured a Triton employee; followed by word that Triton president Patrick Lahey was moving *Atlantis II* to shallower, more protected water; followed by a pedal-to-the-metal van trip to McLeans Town some 50 miles distant; followed by a nerve-jangling series of after-dark RIB rides through a vast coral reef without benefit of navigational markers or GPS, four persons per ride; followed by a moonlit race to *Atlantis II* in a diesel-powered Midnight Express 39; followed by our 9 p.m. arrival at the ship via yet another set of RIB rides, mostly because debarking from a speedboat in four-foot swells seemed risky.

"Welcome aboard, Bill," boomed a big guy, just as the reality-show youngster shoved off, presumably to gather more sound bites. "I'm Bruce Jones, Triton's CEO. Thanks for coming out here tonight. Gonna be a nighttime deal instead of the daytime dive we promised I'm afraid. Weather shot us in the foot today." Jones then began walking Raycroft and me around the gleaming Triton 3300/3 while praising her 82-inch-diameter pressure hull (the integral acrylic sphere is reportedly the largest ever made for a manned submersible); her electric thrusters (which allow forward, reverse, and vertical movements); and her hydraulically actuated, undersponson, fore-and-aft-sliding battery trays that facilitate trim adjustments.



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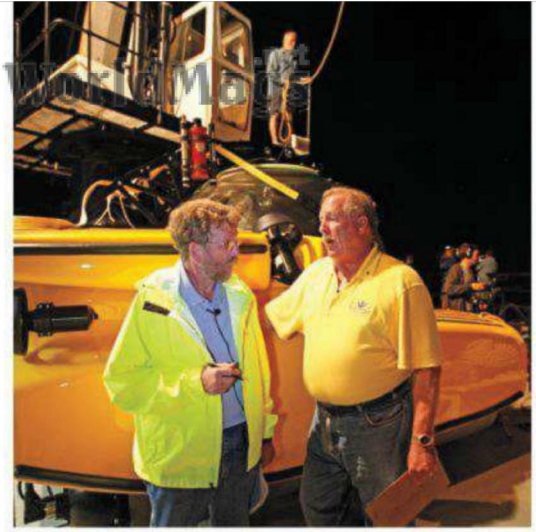
"Goin' in!" yelled Lahey from a vantage point aloft, simultaneously cutting Jones short and seriously intensifying on-deck focus. Ensuing procedures were the same for both subs. First, several mooring rings were cast loose and a big strap bridle was fastened to four corner-mounted lifting eyes by technicians and deckhands. Then, after the same guys had affixed tag lines to two or more additional attachment points, a hook at the end of the crane's cable was lowered and snapped into the bridle. The actual hoist came next, with the crane lifting and booming each sub over the side while deckhands worked the tag lines. Finally, the RIB moved in to put the pilot aboard and remove the bridle.

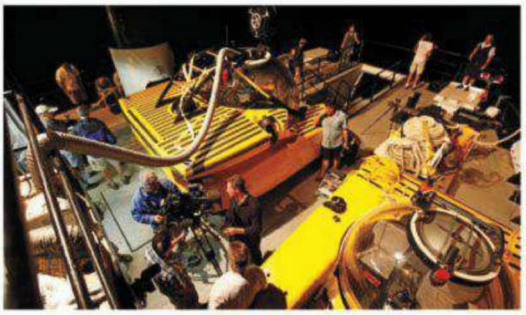
Our deal started at midnight. "I can't believe I'm doin' this," said Raycroft standing barefoot in the boarding-stair wash with a big Canon 5D Mark II around his neck.

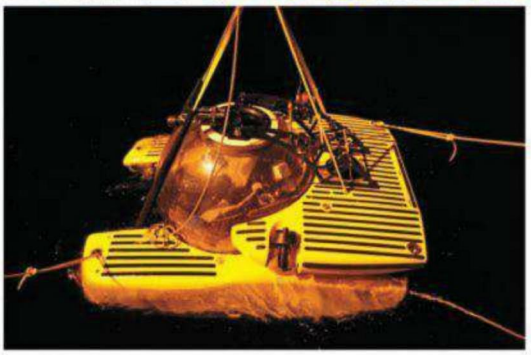
"I can't believe you're doing this either, Jim," I observed truthfully, just as the RIB bumped home and a couple of wide-eyed *Today* show folks hopped free, their demo dive complete. A brilliant full moon hung high in a sky bejeweled with stars. What a night! The trip to the glowing 3300/3 felt like the best boat ride I'd ever taken.

The dive itself? For starters, the entire 45-minute extravaganza went slicker than a hound dog's nose although the maximum depth Lahey piloted us to was significantly curtailed (just 160 feet versus the 1,000 Triton had promised) due to the weather difficulties Jones had referred to earlier. Once both Raycroft and I were familiar with ballast, trim, and other systems as well as various safety features (the 3300/3 has scuba-type breathing apparatus onboard should the main life-support system fail, for example), Lahey initiated a gradual, sloping glide into the blue, reaching bottom in mere minutes after passing through arrays of squid and tropical fish, all psychedelically illumined by our brilliant, forward-facing LED lights. I experienced no claustrophobic feelings whatsoever during our descent, perhaps because visibility was so panoramic and stunningly immediate, without glare or reflection. The joystick worked simply enough, with sideways motion inducing turns, banks and lateral progress and an on-top wheel for tilt. "Wow," I concluded as we skimmed peacefully along, "it's like flying."

Glory fades, all too quickly it often seems. And our trip back to the barn after our spectacular underwater experiences proved the point in spades. Maybe it was the long, cold, two-in-the-morning race to the reef in the Midnight Express that started all the gloominess. Maybe it was our RIB driver getting lost in the flats beyond the reef and running aground. Or maybe it was when Raycroft and I had to jump overboard at 4 a.m. to drag the RIB across the muddy wastes, seemingly for miles, to find deeper water.









From top to bottom: Triton CEO L. Bruce Jones explains facets of the 3300/3; the weather deck of *Atlantis II* with the subs secured. That's an NBC film crew in the foreground; a crane lowers the 3300/3 into her element. Tag lines control and stabilize the relatively slow process; sub pilot and Triton president Patrick Lahey explains neutral buoyancy as the sub stabilizes just inches above the bottom.

Who knows? All I can say for sure at this point is that the bonefish guide who pulled over on Grand Bahama Highway to pick up a couple of half-drowned rats with thumbs extended, some 50 miles east of Freeport, was one helluva discerning gentleman.

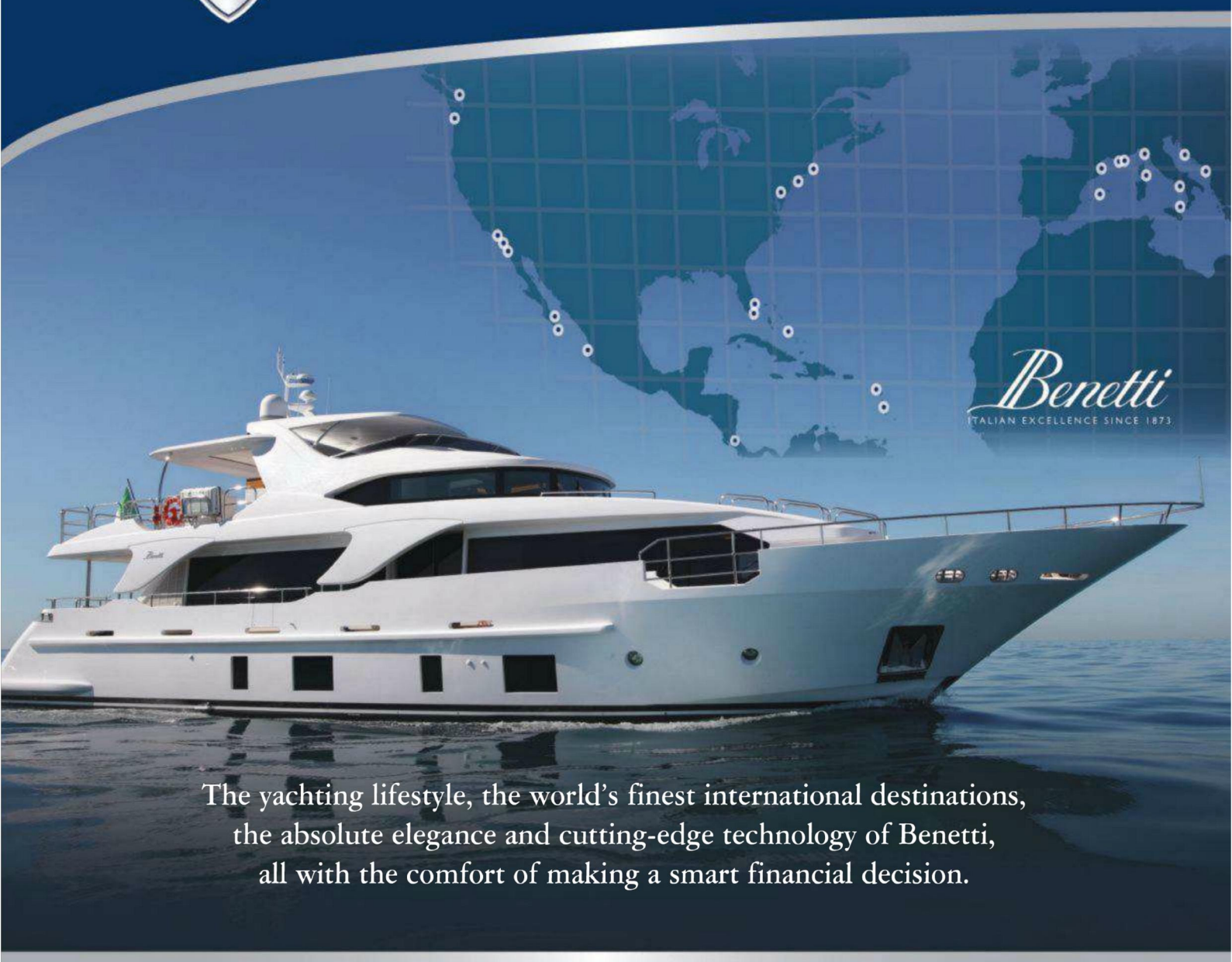
"You be swimmin', mon?" he asked, with a quizzical expression, half curious, half concerned.

"No, mon," I replied. "We be divin'." PMY

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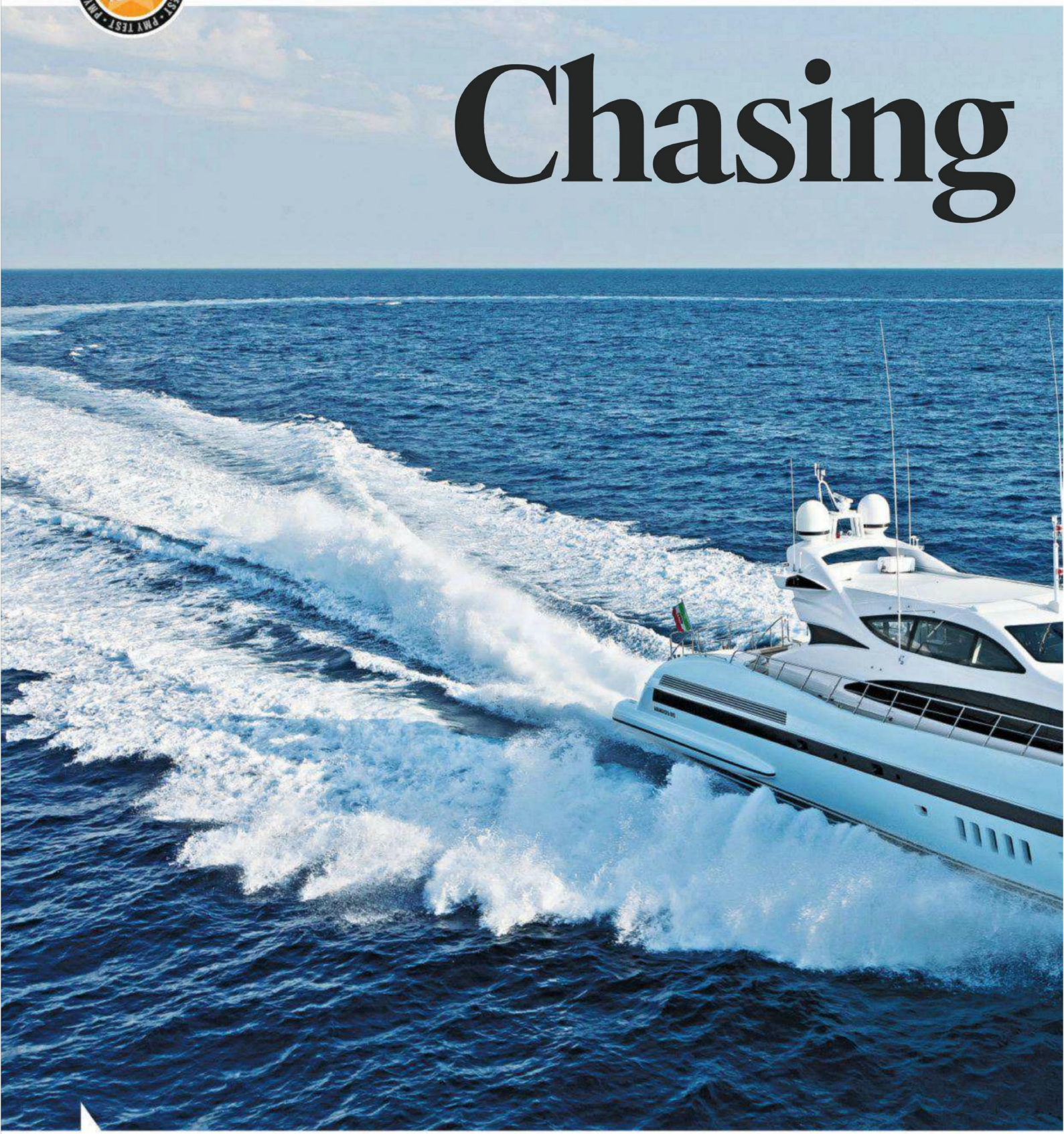
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Few boatbuilders put together a big boat with big-time performance quite like Overmarine. The Mangusta 105 matches a pair of

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the Snake

MANGUSTA BUILDS A BOAT TO KILL A COBRA.

TEXT BY **ALAN HARPER**



Photo courtesy of Overmarine

2,400-hp MTU diesels to water jets to offer impressive speeds with considerable luxury.

It's a great story. In 1985 a marine-electronics engineer named Giuseppe Balducci set up Overmarine after having spent years servicing the shipyards of Viareggio and deciding he could build boats too. The boat to beat in those days was the mighty Tecnomarine Cobra—and what eats cobras for breakfast? A mongoose, of course. Thus was the Mangusta brand born.

Like most great stories this one is absolutely true, and it is given added poignancy by the fact that Tecnomarine has now disappeared while Overmarine occupies a prominent waterfront site in this fabled capital city of Italian yacht-building. Its first product was an 80-footer, and outrageously big and fast motor yachts became the shipyard's stock in trade. Secured to the quay in front of one of the massive assembly sheds, our 105 test boat was dwarfed by Mangustas on either side, but in any other setting the powerful, 103-foot 95-tonner is a very substantial vessel indeed.

The Mangusta 105 is a popular model. More than 30 have been built. Ours was the first of the Mark 2s, with a completely restyled superstructure molding, but the winning formula is otherwise not much altered: big engines, big interiors, and a big personality.

The smallest boat model built by Overmarine is a 72, and with the 80 these are the only surface-drive models in the lineup. Everything else has jets, and the 105 has two 2,400-horsepower MTU V16s to drive them. One glance at the helm console is enough to confirm that this is no ordinary motoryacht—thanks to the various management and override systems built into the Rolls-Royce KaMeWa propulsion electronics there seems to be twice

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Top: The 105's upstairs lounge is aft of the helm station. **Above:** The full-beam master stateroom enjoys plenty of natural light.

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the usual number of screens, dials, gauges, and monitors, and the control units themselves look worryingly unfamiliar.

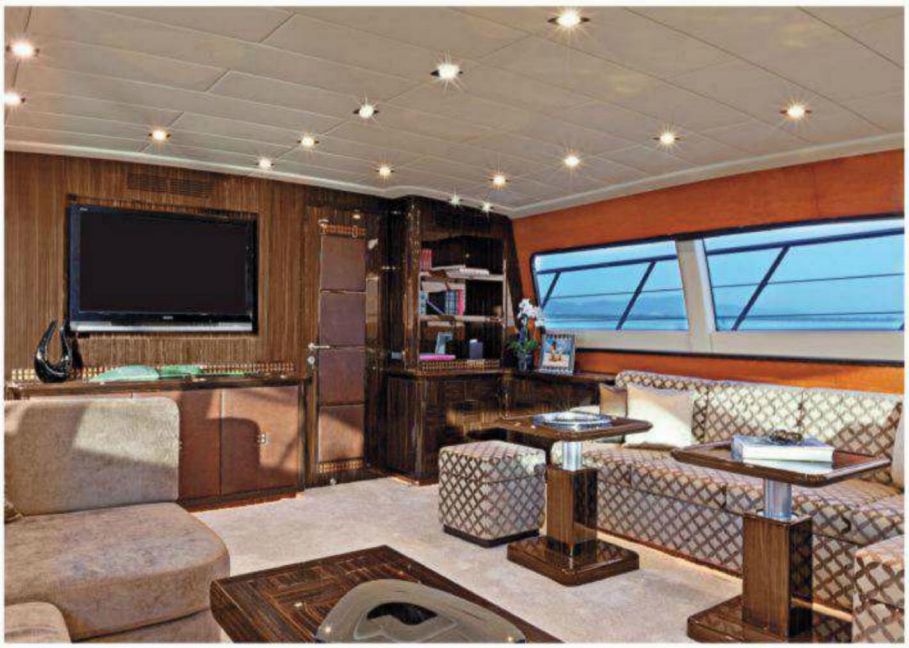
In fact, taking the helm of this motoryacht is remarkably straightforward. There is a conventional wheel—with one-quarter turn lock to lock, this being a pure fly-by-wire set-up—but the control units are the way to go. With engines and drives synchronized to one unit, a simple one-handed twisting action steers the boat, and the throttle lever is right at your fingertips. It seems an extraordinary way to exercise control over such a powerful machine, but it works beautifully and takes just a few minutes to get used to. It helps, of course, that the 105 is superbly balanced, equally responsive to both throttle and helm, and for something of this size and displacement, a positive joy to drive.

As a long, lean, V-bottom hull—deadrise at the transom is 15.5 degrees—it does have a significant planing hump to get over, and you need to be bold on the throttles to power through the transition. Once up and running I found minimum planing speed to be a comfortable 20 knots or so. At 25 knots the big Mangusta was relaxed in the cruise. And cruising is what the 105 is all about—with a generous fuel capacity it has nearly a 500NM range at 20 knots and not much less at 25. Our 33-knot maximum on the day reflected the best part of a season's growth on the hull. According to the engineer, we could expect 35 knots with a clean bottom.

There is no "standard" equipment on a Mangusta. Apart from the shipyard's selection of machinery and drive systems, all other equipment on board is chosen by the owner from Overmarine's list of suppliers, which include most of the top brands—and if you want to shop "off piste," as long as it's agreed in advance there is no extra charge. A wealthy colleague of mine found this out for himself a few years back when he selected the most expensive gold-plated cutlery he could find. He sent the list through to the yard, expecting a polite refusal in the face of such extravagance, only to receive a phone call asking if he also wanted the fish knives.

Our 105 was fitted with an impressive tonnage of entertainment equipment, and finished in a combination of gloss cherry and striped mahogany, with wenge flooring, cream carpets, and leather linings and trim. Quality was exemplary, even in hidden corners. The insides of lockers and drawers were as beautifully veneered and lacquered as the outsides.

Below decks, the Mangusta 105 has a fairly conventional layout, with a vast, ten-window owner's cabin amidships, a VIP suite in the bow, and twin-berth guest en suites to port and starboard, each with an extra fold-down Pullman berth. Headroom right through the lower accommodation is an impressive 6'8", and the berths are all full size—even the singles are 30 inches wide.



Photos courtesy of Overmarine

Above: The secluded main saloon is set down and forward on the main deck.

The Basics

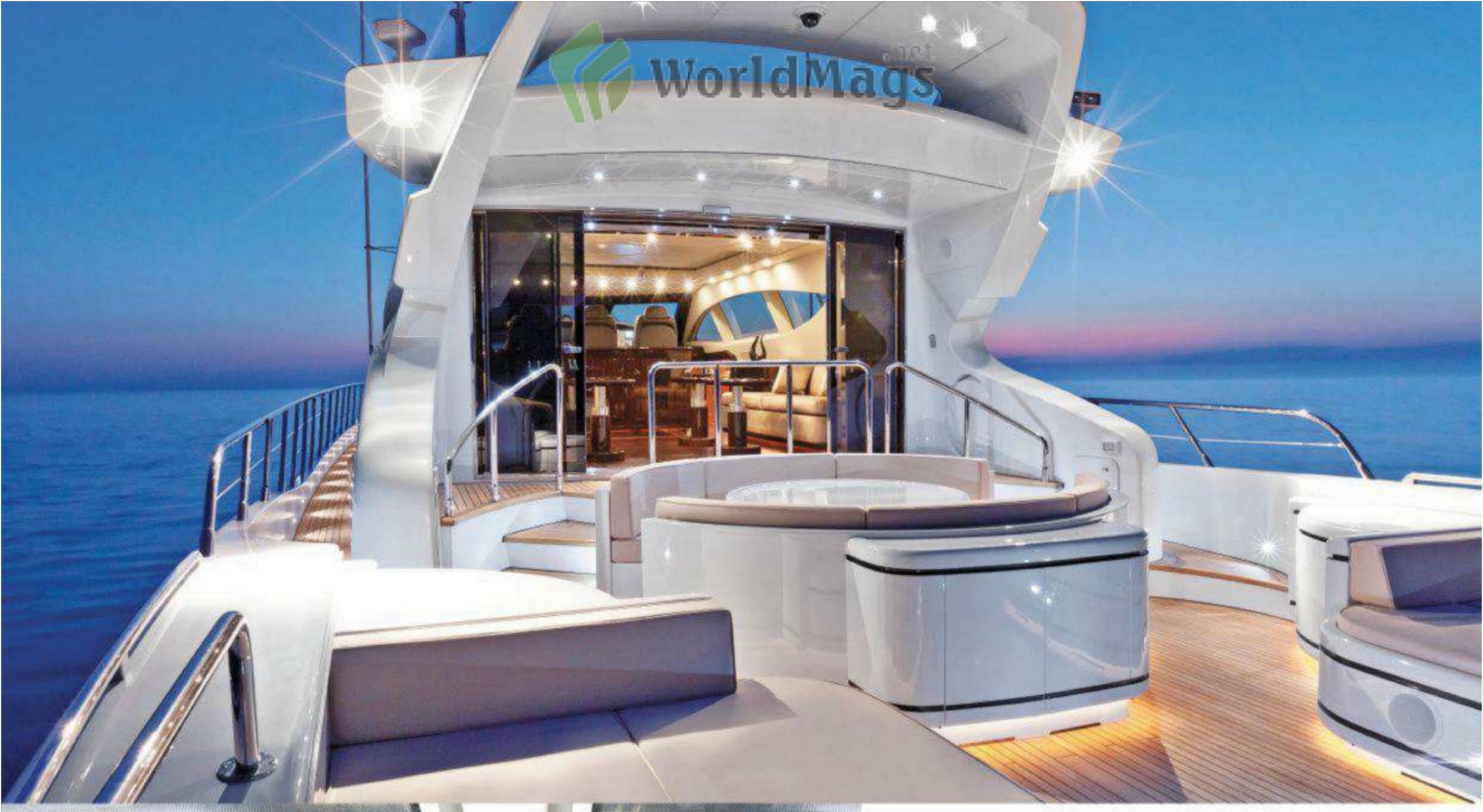
Standard equipment: Rolls-Royce/KaMeWa electronic steering and engine controls; 2/298 lb. anchors w/ 360' of 14mm chain each; 2/3kW Lofrans bow windlasses, 2/2kW Lofrans stern windlasses; Twin Disc 350Kgf bow thruster; Frigit 155,770-Btu A/C; electrohydraulic gangway, garage door, and swim ladder; 2/33kW Kohler gensets; 1/3.5m Williams waterjet RIB; Hamann sewage treatment plant; Tecma electric MSDs

Optional power: none

Optional equipment on test boat: 46" Sony LCD saloon TV; 40" Sony LCD master TV; 20" LCD guest TVs; Denon and Sony AM/FM/stereo/CD and DVD player w/ JMlab speakers; Aston satellite decoder; Simrad autopilot, chartplotter, radar, and DSC VHF; KVH satcom; Panasonic/Crestron CCTV system; Miele 4-burner ceramic cooktop, oven, microwave, and dishwasher; 2/Frigit fridges; 2/Brema ice makers; Miele washer and dryer

Base price: Upon request

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It's a similar story aft where the crew accommodation and galley are roomy and comfortable, with a pair of twin-berth en suites and a generous mess. The grab-handle by the cooktop is a nice seagoing touch. Further aft, the engine room also seems huge, even packed with gensets and air conditioning and watermaking equipment—as if the MTU V16s weren't enough—with good headroom and walkaround space.

A great lower deck, then—but this isn't the real story of this spectacular yacht. The Mangusta 105 is one of the shipyard's best sellers, and according to Overmarine a major reason is its main saloon, which is not where you'd expect it to be. That deck seating area aft of the helm is a comfortable and sociable place to sit and watch the world go by, if that's what you want to do. But if you need a little family time or want to entertain some business associates, you'll find the main saloon much more amenable. Forward of the helm and down five steps, it has windows on three sides and offers plentiful views. And it cannot be seen from the stern—so even moored to the quay you can enjoy your yacht in privacy, far from the madding crowd.

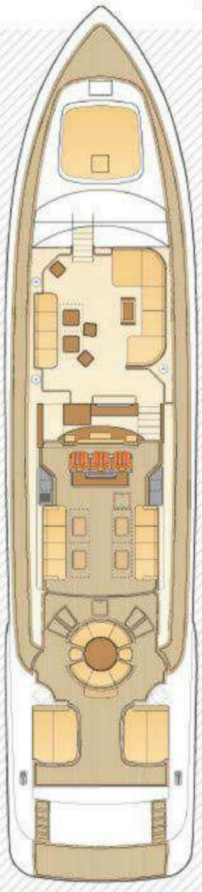
It's one of those clever quirks that makes a huge difference, and helps establish the character and personality of the 105. It might seem a small thing—but isn't that what the cobra said about the mongoose? PMY

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Above: The top deck has a top-flight view. **Top:** The engine room has a real big-yacht feel, with headroom and walkaround space.

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PMY's Numbers | Mangusta 105

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	10.7	9.3	11.6	0.92	0.80	3,063	2,663	66	0.0
1250	13.0	11.3	29.1	0.45	0.39	1,498	1,298	64	0.0
1500	15.3	13.3	60.7	0.25	0.22	832	732	67	0.5
1750	19.8	17.2	102.8	0.19	0.17	632	566	67	1.5
2000	23.1	20.1	138.9	0.17	0.15	566	499	67	2.0
2250	30.2	26.3	195.0	0.16	0.14	516	449	68	1.5
2450	38.0	33.1	236.7	0.16	0.14	533	466	72	2.0

vitals

Propulsion: 2/2,400-hp MTU 16V 2000 M93; ZF 3060A reduction gears, 2.5:1; KaMeWa 63 S3 jet drives
LOA x Beam: 103'0" x 22'8"
Draft: 4'3"
Weight (dry): 213,845 lbs.
Fuel: 3,698 gal.
Water: 370 gal.
Std. power: 2/2,400-hp MTU 16V 2000 M93
Cabins: 1 master, 1 VIP, 2 guest, 2 crew
Price as tested: Upon request

Conditions: ***air temperature:*** 66°F; ***sea temperature:*** 68°F; ***humidity:*** 61%; ***seas:*** 1'; ***load:*** 790 gal. fuel, 370 gal. water, 6 persons, 300 lb. gear. ***Speeds*** are two-way averages measured w/ GPS. ***GPH*** taken via MTU display. ***Range*** is 90% of advertised fuel capacity. ***Decibels*** measured at helm on A scale. 65 dB-A is the level of normal conversation.

Photos courtesy of Overmarine; Illustration by Steve Karp

Above: The faintly intimidating helm station shows off the propulsion system's complexity.

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both worlds, thanks to a product line developed for both the U.S. and European markets with

Princess gives buyers the best of

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the world had come around to America's way of thinking. That is to say, most of those modifications to boats bound for America worked so well, they ended up being popular with European boaters to the point that they became standard or optional equipment on all Princess models. Viking still ships containers to Plymouth, but far fewer and mostly full of things like electrical appliances and TVs, which are designed to run on 60-Hz U.S. juice, as well as some fabrics and interior materials. In short, the joint venture has produced a single line of yachts that can be spec'd to suit most of the world's buyers.

If you want to see just how American an English yacht can feel, step aboard the new Princess 60. She replaces the 58, which was introduced in late 2007 as a 2008 model. There are two big differences between the pair. One is the galley: On the 58 it's down and to port while on the 60 it's up and to starboard, right aft of the helm. Americans have always preferred their galleys up, mainly because they want the cook (who's usually an owner, not a crewmember) to be part of the social scene and enjoy the same views and conversation as other passengers.

What makes this change noteworthy is that Princess moved the galley up without disrupting two key main-deck areas: the saloon and the port-side U-shape dinette. The 60 has only one U-shape sofa, where the 58 had two facing each other. But there's still enough seating to accommodate a party of eight, and now the main seating is focused on the port-side retractable TV, arguably more practical than facing an opposite settee as on the 58.

The second difference is on the lower deck. After removing the port-side galley from here, Princess designers could have tried replacing it with another stateroom, making this a four-cabin yacht. Thankfully they did not, perhaps recalling a lesson about American tastes drummed into them by Viking: Better to have fewer roomy spaces than more cramped ones. So they added a third head and enlarged the one in the master, giving it and the other two staterooms big enclosed showers. Now each cabin has en suite facilities. (The port-side head can have one door for just private access to the VIP, or two doors and access to the VIP and lower atrium, making it a day head.)

So by parceling out an additional 2'5" of length (beam and draft are unchanged) in exactly the right places and increasing the glass area on both levels, Princess created a vessel that feels spacious and offers real American-class elbowroom. Likewise on the bridge they replaced the very European centerline helm with a port-side arrangement, which allows for a larger U-shape settee, table, and aft sunpad and makes the space a lot easier to walk around in.



The Basics

Standard equipment: CAT electronic controls; Sleipner electronic steering w/ hydraulic backup; bow thruster; 17.5kW Onan genset; duplex Separ fuel-water separators; windlass; trim tabs; Simrad 12" MFD w/ autopilot, radar/plotter/GPS, VHF; microwave/convection oven; full-height refrigerator; 4-burner cooktop; china, glass, and cutlery for six; flying-bridge wet bar, electric barbecue, and cool box; combo washer/dryer; saloon LED TV w/ DVD and AM/FM stereo; in-stateroom media systems; flying-bridge stereo/iPod dock; teak decking; hot and cold transom shower; cockpit cover; A/C; ice maker; hydraulic swim platform

Optional power: 2/930-hp CAT C18s

Optional equipment on test boat: Glendinning Cablemaster; cockpit speakers; crew cabin w/ A/C and MSD; Bose theater system; washer and dryer; bow/stern thrusters; electric sliding double berth; oil-change system: Simrad 12" MFD on flying bridge

Base price: Upon request

Above: You can chat up the cook in the galley from the dinette, helm, and main saloon.

Photos courtesy of Viking Sport Cruisers

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One final area of improvement is the cockpit. It's marginally longer but the big difference is port and starboard access to the swim platform instead of just port-side access. The trade-off is a smaller aft settee (the 58's extended to the starboard gunwale) but one still big enough to comfortably hold four adults.

What hasn't changed? Performance. I tested the 58 and 60 with identical engines—865-hp C15 CATs—and their test numbers are virtually identical. The 60's about two mph slower and gets about ten percent less fuel economy above 1750 rpm, but a difference that small could be due to most anything, including the snotty weather on the 60's test day. Both boats also were equipped with Sleipner electronic steering, and I am delighted to report that the annoying ratcheting and kick-back that I saw on the 58 are gone, and feedback and response are even better.

The idea of building one boat that can suit everyone in the world is obviously unrealistic. Tastes vary, even among boaters in the same country, and there will always be those who for whatever reason want a galley down or more, smaller staterooms. But this 60-footer has the kinds of features that more boaters in more places are looking for today, and that should be enough to make her a hit no matter what nameplate she bears. PMY

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Above: Twin transom gates and a standard hydraulic swim platform make the prospect of a quick, refreshing dip more inviting.

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PMY's Numbers | Princess 60 Flybridge MY

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	10.9	9.5	15.0	0.73	0.63	487	423	71	2.0
1250	13.1	11.3	27.6	0.47	0.41	317	275	71	4.0
1500	16.1	14.0	38.8	0.41	0.36	278	242	73	6.0
1750	21.3	18.5	48.6	0.44	0.38	293	255	74	5.0
2000	27.6	24.0	65.6	0.42	0.37	281	245	76	5.5
2358	35.6	30.9	90.4	0.39	0.34	263	229	77	5.0



vitals

Propulsion: 2/865-hp CAT C15 diesel inboards; Twin Disc MG-51158 gears w/ 1.92:1 ratio; 30x36.5 4-blade Veem props
LOA x Beam: 60'6" x 16'1"
Draft: 4'2"
Weight (dry): 59,525 lbs.
Fuel: 745 gal.
Water: 210 gal.
Std. power: 2/800-hp Volvo Penta D13 diesel inboards
Cabins: 1 master, 1 VIP, 1 guest
Price as tested: Upon request
Conditions: ***air temperature:*** 81°F; ***humidity:*** 68%; ***seas:*** 3-4'; ***load:*** 400 gal. fuel, 210 gal. water, 2 persons, 500 lbs. gear. ***Speeds*** are two-way averages measured with onboard Simrad GPS. ***GPH*** taken via CAT display. ***Range*** is 90% of advertised fuel capacity. Decibels measured at helm on A scale. 65 dB-A is the level of normal conversation.

Photos courtesy of Viking Sport Cruisers; Illustration by Steve Karp

Above: The helm offers good sightlines and the companionship of those at the nearby dinette.

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New England Sleigh Ride

WE RAN THIS BEAUTY HARD, FROM PORTLAND TO ROCKLAND, MAINE, AND SHE NEVER FALTERED.

TEXT BY **CAPT. BILL PIKE**
PHOTOS BY **BILLY BLACK**



integrated by simply swinging open bi-fold doors and lowering an adjoining window.

The old Custom House Wharf in Portland, Maine, had a raw, commercial-seafaring quality to it that morning. The buildings on either side were ancient, clapboard-sided, and scruffy. The wind whooping off Casco Bay was salty and brisk, especially for mid-August. And the passersby were locals, not tourists.

"Better get a big breakfast," I told *PMY* senior editor Jason Wood as we entered the Porthole Restaurant, "Lunch is a long way off, buddy. Gonna be one rough ride headin' up to Rockland."

We ordered eggs Benedict with lobster, as I recall. And while downloading this delightful repast, we reviewed the day's duties. First, we had to safely deliver a brand-new Sabre 48 Salon Express from her temporary lodgings nearby to a berth at the Maine Boats, Homes & Harbors Show in Rockland, some 75 NM north. And just as important, we had to collect test data along the way.

This last deal was gonna be challenging, most likely. The weather report featured foggy rain, 20 to 25 knots of wind, and four- to six-footers coming out of the east. There were a couple of nice little islands in the Rockland area, however, and we figured at least one of them would offer enough protected, semi-smooth, radar-gun-friendly water to get the job done.

Sabre marketing v.p. Bentley Collins was already onboard the 48 when Wood and I showed up with our sea bags and test equipment. An Australian by birth, French Canadian by happenstance, and American by choice, Collins shot a weather eye aloft and observed with a grin, "Perfect day for a real test, eh boys?"

The sheer size and muscularity of the 48 proved as invigorating as Collins' up-and-at-'em attitude. Her

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Top: The aft portside settee slides open to reveal a utility room. **Above:** Shoji screen doors and elegant inlays decorate the master.

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superstructure, topped off with a beefy but stylish sedan-type hardtop, was fully integrated into her rail-encompassed weather deck. Indeed, I detected nary a seam or joint that might work open or give underway and invite water intrusion. Her bow was gracefully elevated and flared, a design feature that promised a relatively dry ride. And the three windshield panels just beyond her helm station were large, robustly ensconced in thick fiberglass mullions, and accoutered with big, businesslike wiper blades.

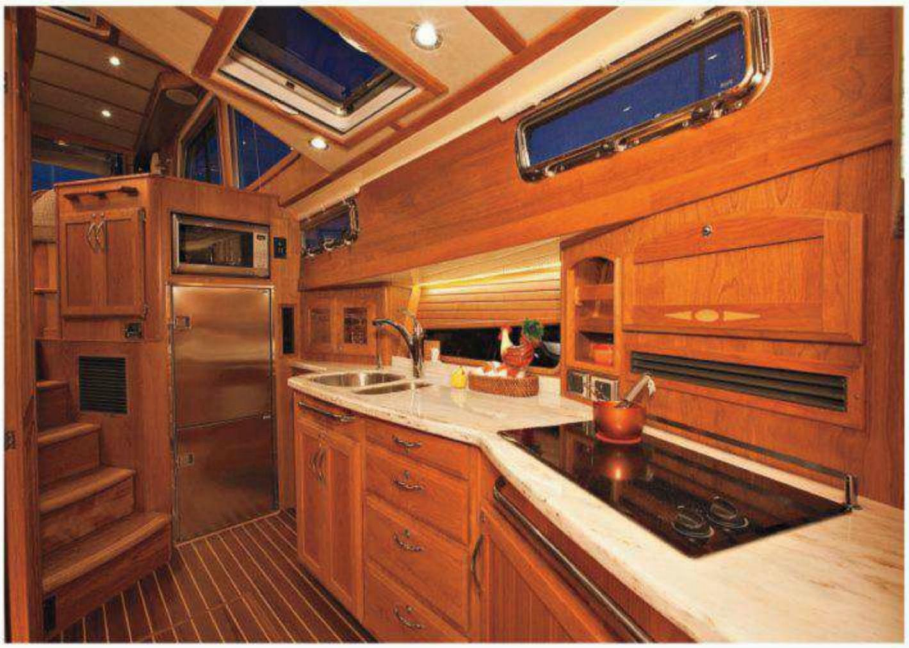
Of course, most boat deliveries are time-sensitive. So with a nod to the necessity of making a mile, I jumped aboard, went forward, and fired up the 48's powerplant, a matched set of 550-mhp Cummins MerCruiser QSC8.3-550 diesels with Zeus 3800 pod drives. By the time I'd finished making sure both the SmartCraft Digital Throttle & Shift (DTS) binnacle control and the Cummins MerCruiser joystick were working smartly, Collins and Wood were poised to cast off. "Let 'er go," I yelled and poured on the coal.

Casco Bay was freakin' outrageous when we got there. And when I set a northerly course for our destination, with the rollers hammering the starboard bow like blazes, it became even more so. I continued to gently accelerate though, and soon we were sporting along at roughly 20 knots (according to one of the two Garmin GPSMap 7215 screens on the dash) with the promontories of the Pine Tree State to port and the gray vastness of the Atlantic to starboard.

What a ride! The little world around our 48 was purest mayhem, no doubt about it. But tracking stayed straight, despite our more-or-less sideways orientation to the craziness. Moreover, visibility from the Stidd helm seat I sat cross-legged in was excellent, even when I occasionally pulled back on the sticks to raise the boat's nose and soften an especially menacing impact. And the vessel's agility—her rapid response to even slight movements of the steering wheel—made driving a pleasure.

Sabre's head designer Kevin Burns was at the bottom of all this performance, apparently. In order to maximize onboard interior space, Collins said, Burns had decided to put the 48's propulsion machinery as far aft as possible, a move that meant her mains were close-coupled to their respective drives and not extensively jackshafted. Several prospective customers had been leery of this approach, Collins noted, fearing it might put the longitudinal center of gravity too far aft, thereby causing overly high running attitudes, visibility issues coming out of the hole, and lackluster performance.

"But Kevin worked a bit of magic with this boat," affirmed Collins. "He used wedges in her tunnels to give a slight down-angle to the Zeus units, a new, proprietary buttock-line arrangement, and some clever swim-platform hydrodynamics, all to keep the running attitudes at approximately three degrees throughout the planing range."



The Basics

Standard equipment: SmartCraft DTS electronic controls w/ Cummins MerCruiser Diesel joystick; Kahlenberg air horn; Stazo custom steering wheel; Stidd helm-seat (w/ UltraLeather upholstery); Ritchie compass; Isotherm refrigerator; Seaward Gourmet two-burner cooktop; Tecma Eco MSD (master head); ITT Jabsco Quiet Flush MSD (guest head); St. Maarten reading lights; 11.5kW Onan genset; 2/ Group 31 AGM batteries (engine start); 3/4D AGM batteries (house); 1/Group 27 AGM battery (genset); 20-amp. Xantrex Trucharge 2-battery charger; 30-gal. Raritan water heater

Optional power: none

Optional equipment on test boat: OceanLED underwater lights; dealer-installed Garmin electronics package; entertainment package; Webasto electric sunroof; Freedom SW/3000 inverter; Glendinning CableMaster; dark-blue hull color; Freedom Dinghy Lift; teak decking in cockpit and swim platform

Base price: $920,000

Above: Besides the basics, the galley has a wineglass cabinet with beveled-glass doors.

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We leapt a particularly deep chasm, and I wondered aloud whether credit for the stout New England sleigh ride we were enjoying might also go to construction methods and materials. "Oh my yes," replied Collins. "All the major parts are made of resin-infused biaxial E-glass with one type of coring material or another. We even co-infuse the stringers and the hull simultaneously. That's why we're seeing all this rigidity and resistance to twist."

Life's funny sometimes. Back in Portland, Wood and I'd been worried about the roughness of the ride we'd experience traveling up the coast. But when we finally arrived in Rockland that afternoon, our concerns had nicely transitioned into confidence. And as we collected test data in the lee of a rocky shore, confidence transitioned into enthusiasm—for a rousing top speed of 34 mph, church-mouse sound levels, and a set of superb running attitudes. Who knew that our impending boat-show docking would be the real hell-raiser of the day?

"Change of plans," yelled Collins from the bow. "Just spin 'er about in here and put 'er over there behind that red sailboat."

I looked around. Things were slightly more complicated than Collins was indicating. First off, our arrival at the show had been late. So I'd been constrained to box the 48 into a tiny spot, one literally surrounded by spectacular (and spectacularly expensive) vessels, all tied up at this point and all overrun with potential witnesses. And the room I needed to "spin 'er around," as Collins breezily put it, did not seem to be there, and neither did the room I needed to squeeze the 48 in behind the museum-quality sloop.

Zeus to the rescue, I gotta say!

With an assist from our Cummins MerCruiser joystick and a raft of directives from Collins like "Go ahead three inches. *Stop!*" I was able to safely rotate the 48 and sidle her into the appropriate berth, with her bow overhanging the sloop's transom by three feet.

Whoo-ee!

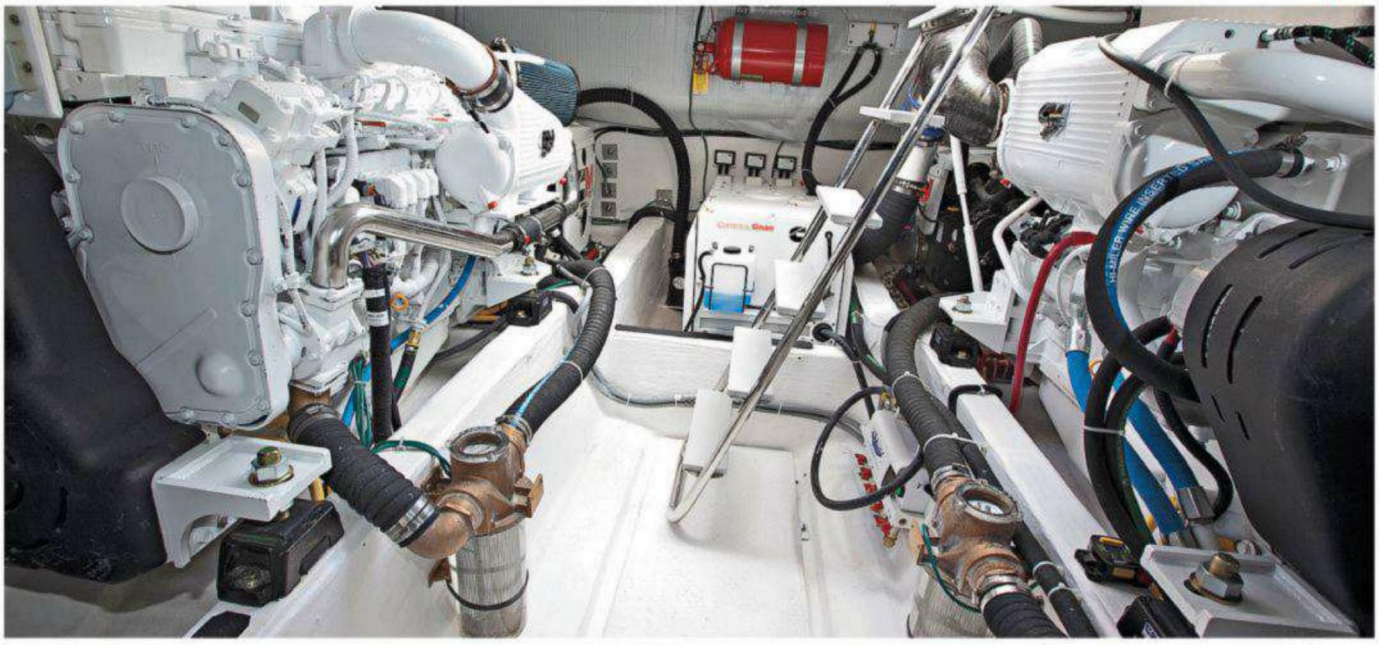
Immediately afterwards, Collins gave a brief tour of the 48's bright, Epifanes-varnished, two-stateroom-two-head interior. It's a grand place and Collins was obviously excited showing it off. So as luck would have it, I think he totally missed the several sighs of relief I breathed during the proceedings. And gratefully, Wood seemed to miss 'em too. PMY

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Top: Don't let the dulcet conditions shown here fool you. The 48's a two-fisted sea-chomper, with a resin-infused hull and deck.

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PMY's Numbers | Sabre 48 Salon Express

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	8.9	7.7	4.1	2.17	1.89	977	849	64	0.5
1250	10.2	8.8	7.9	1.28	1.12	578	503	65	2.0
1500	12.0	10.4	13.3	0.90	0.78	406	353	67	3.0
1750	15.3	13.3	22.1	0.69	0.60	312	271	72	3.5
2000	20.2	17.5	28.3	0.71	0.62	320	279	72	3.5
2250	25.1	21.8	34.1	0.74	0.64	331	288	74	3.0
2500	28.6	24.9	42.4	0.67	0.59	304	264	75	3.0
2900	34.0	29.5	59.5	0.57	0.50	257	223	76	2.0

vitals

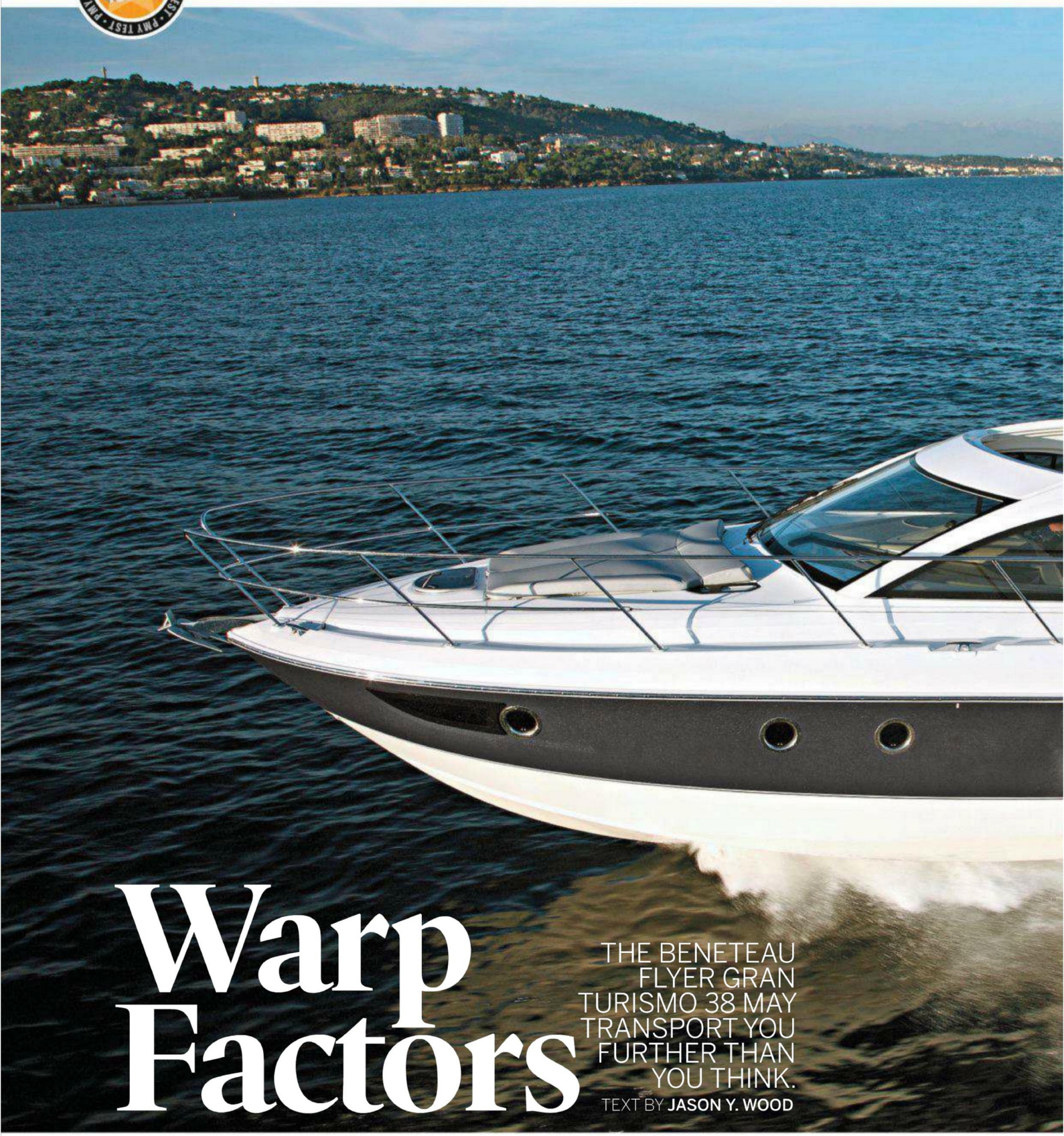
Propulsion: 2/550-mhp Cummins MerCruiser Diesel QSC8.3-550s; Zeus 3800 pods w/ 1.79:1 ratio; M7 propsets
LOA x Beam: 47'6" x 15'4"
Draft: 3'9"
Weight (dry): 34,700 lbs.
Fuel: 500 gal.
Water: 160 gal.
Std. power: 2/550-mhp Cummins MerCruiser Diesel QSC8.3-550s
Cabins: 1 master, 1 guest
Price as tested: $1,205,000
Conditions: ***air temperature:*** 69°F; ***humidity:*** 70%; ***seas:*** 6-8'; ***load:*** 380 gal. fuel, 150 gal. water, 3 persons, 800 lbs. gear. ***Speeds*** are two-way averages measured w/ Stalker radar gun. ***GPH*** taken via SmartCraft display. ***Range*** is 90% of advertised fuel capacity. Decibels measured at helm on A scale. 65 dB-A is the level of normal conversation.



Illustration by Steve Karp

Above: Positioning the engines and drives well aft provides lots of space for a utility room.

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Warp Factors

THE BENETEAU FLYER GRAN TURISMO 38 MAY TRANSPORT YOU FURTHER THAN YOU THINK.

TEXT BY **JASON Y. WOOD**

The Beneteau Flyer GT 38 combines big-boat details, such as large sunpads and expansive hull-side windows, with innovations

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Photos courtesy of Beneteau

that include a unique stepped and ventilated hull and joystick-controlled diesel stern drives.

Anyone who's been to Fort Lauderdale has probably seen the Hyatt Regency Pier 66, a hotel with a design that exemplifies the architecture of the Space Age. The 1960s-vintage tower, complete with rotating bar on top that resembles a flying saucer, seemed a fitting backdrop for my introduction to the Beneteau Flyer Gran Turismo 38, which I met at its marina.

Beneteau is a French company that until recently was best known in the United States for its sailboats. But over the last two years it has stepped up its effort to sell powerboats here and in emerging markets such as Brazil. The company is bringing not just new designs, but whole lines of new designs: This boat is one of the Flyer GTs, which number four ranging in size from 34 to 49 feet. With them Beneteau is looking to establish itself in a challenging economic time, trying to win new buyers with aggressive styling, plenty of design innovations, and attractive pricing.

Which brings me back to that warp in the space-time continuum marked by the Pier 66 tower. The paradigm shift it signified carried over to the Flyer GT 38 pulling into the dock—she looked like something from a parallel universe. Her general shape is similar to other express cruisers, but when I stopped readying my gear and really looked at her as she idled in, striking differences emerged. For one, the gently curved windshield did not seem uncommon until I realized I was looking at a single uninterrupted piece of glass, sharply raked between the A-pillars supporting her hardtop. Those pillars swoop upward into arches as they move aft, then drop to the sheerline alongside the cockpit. They, along

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Top: The forward master has plenty of stowage and natural light. **Above:** The cozy saloon puts the cook in the conversation.

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with the hardtop overhang, shelter a lounge to starboard and a C-shape convertible dinette to port.

Once I was aboard, the boat had a great can-do feel about it. A logical layout and a full list of standard and optional equipment made me want to head out for a weekend aboard instead of a boat test. Her indoor-outdoor space made me feel like I could enjoy the sun without getting the full exposure to it that many try to avoid these days—respite from the bright daylight is just a step or two away. Yet for sun lovers, an optional sunpad on the foredeck gives unfettered exposure, and a full-length bowrail simplifies access from the cockpit, although the side decks are a bit narrow. Fortunately handholds in the form of grooves molded into either side of the hardtop give those making the trip forward inconspicuous assistance.

Inside the deck is level all the way from the cockpit to the double-wide helm benchseat, where there's a single step up to improve sightlines. The seat here converts to a bolster with the flip of one hand, ideal for me—I mostly prefer to stand when I drive but change my mind and position often. A single starboard companion seat also flips up and has a stainless grab rail in front of it, which can give the seat's occupant confidence and security in a seaway. Windows to either side slide down manually to provide ventilation, and a power sunroof that's nearly full-width slides back to air things out even more.

The instrument panel is a two-tiered affair with analog tachometers and trim indicators up high, electronics and more analog gauges below. The wheel is compact and well positioned, and the Volvo engine controls are mounted on their own outcropping, putting them in easy reach.

Just above the controls was the joystick. To leave our launch pad at Pier 66, I gave it a couple of jolts and the twin 300-hp Volvo D4 diesel stern drives crabbed her away from the dock. Here we were in that parallel universe again: The joystick controlled stern drives, not thrusters or pods. I could hear the joystick engage the stern drives and feel the boat give a bit of a shudder as the props bit, providing confidence-inspiring surety. Once we were clear, I gave the joystick a little twist and the 38 deftly rounded the bow of a docked mega-yacht. We were on our way.

Score one for stern drives. Seems everyone has been gaga over pod propulsion lately—including Beneteau, since the 49-foot GT uses Volvo IPS. But for the other boats Beneteau has developed what it calls the AirStep hull, which cannot accommodate an azipod installation. (Obviously the Flyer GT 49 is not an AirStep design). What it can do is pipe air from intakes in the hull sides and introduce it to a pad shaped with forward-facing, wedged steps in the aft third of the running surface. We're back to our parallel universe, since those steps would seem to be walls that water flowing aft along the running surface would have to surmount, stealing



The Basics

Standard equipment: Volvo electronic controls w/ joystick; Volvo electronic steering; cockpit courtesy lights; anchor roller with anchor-securing system; 1,000-watt electric windlass; cockpit grabrails; solid-wood expandable cockpit table; cockpit shower; folding swim ladder; pilot bench- and companion seats w/ flip-up bolsters; handrail; 12-volt auxiliary socket; Mediterraneo Old White upholstery; 21-gal. refrigerator; 2-burner Force 10 ceramic electric cooktop; Eno microwave; choice of parquet or wenge-type laminated flooring; stainless steel galley sink

Optional power: 2/300-hp Volvo D4 diesel Duoprop stern drives

Optional equipment on test boat: 40-amp battery charger; 11-gal. cockpit fridge; Simrad NSS 8 MFD, autopilot, and 4kW digital radar; Simrad SonicHub audio system; PVC bow sunpad; Quiet Flush electric MSD; 110-volt A/C system; Moka carpet; white and gray hull color

Base price: $354,567

Photos courtesy of Beneteau

Above: The dinette area makes the most of floor space in the intimate saloon.

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speed. Chalk up the fact that it does just the opposite to the reason I don't design boats: Beneteau says it improves stability, maneuverability, and efficiency thanks to the resulting air cushion. I'm always leery when one boat model offers a choice of pods and inboards or stern drives with the same running surface—this one doesn't.

So does the AirStep work? The boat ran nicely in the two- to four-footers I saw that day, cutting through chop and staying reasonably dry. (When she did take some spray on the windshield, the big single wiper squeegeed it off, but left an arc of spray across the bottom of the glass, right in my preferred line of sight. Also, my polarized sunglasses distorted the view through the glass.) When I took her into a hardover turn, she cut a nice, tight circle with a diameter of a little over two boat lengths. She felt light, and indeed, with a dry weight of 8¼ tons she is for a boat of this type and size with a pair of diesel engines. Plus, she carried only about 90 gallons of fuel that day. This cuts two ways, of course. On one hand, she bobbed around a bit while idling out there. But on the other hand, she's not a fishing boat, and generally speaking if I were aboard her out in open water I wouldn't be floating around at idle—I'd be motoring to the next dock or anchorage, and I'd be thankful that her light weight, ventilated hull, and optional twin 300-hp Volvo diesel stern drives combined to give her a range of nearly 240 miles at a cruising speed of almost 34 mph.

And this 39-footer has another side to her that should interest family and friends. To port of the helm down four steps beneath a skylight—nice touch—is a saloon with an L-shape dinette to port and a galley to starboard. The galley has a two-burner cooktop, sink, and decent stowage. That saloon-galley-dinette combo is cozy and comfortable. Aft of the galley is the wet head, with a porthole for ventilation and a skylight.

Living space includes a master stateroom in the bow with an island berth, which has stowage beneath, and hanging lockers to either side. Hull-side windows and opening portholes add to livability, as does an overhead hatch. A second stateroom amidships offers twin berths, outboard hanging lockers, and hull-side windows with opening ports.

The engine compartment is just aft of that stateroom, with access via a hatch beneath the cockpit-dinette table. Besides the D4s, this space housed an optional 4kW Onan genset, a pair of roto-molded fuel tanks at the forward end arranged athwartships, and a water heater. It's pretty tight between the engines—they're just eight inches apart—and headroom is just under three feet from the sole to the lowest point of the overhead. Dipsticks, filters, and fills are reachable but I'd have preferred duplex fuel-water separators to the simplex setup. That snug layout had some free space outboard of the engines that would be useful for stowing a toolbox and some spares. I spotted some exposed plywood, painted on one side and affixed to the underside of the deck above and a few unfamiliar (at least stateside) equipment brands such as a Nautic Boiler water heater and Perfet fire-suppression system.

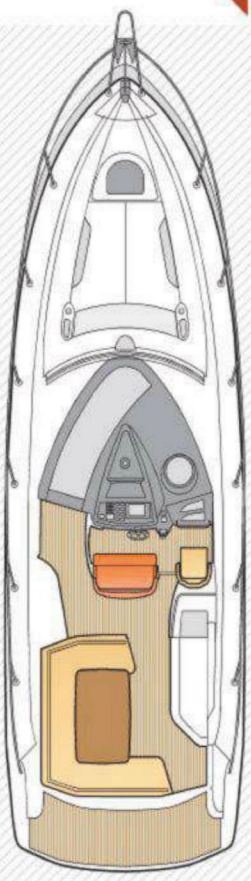
But the biggest indicator that I'd entered the realm of science fiction was the price: My option-loaded test boat was priced at just over $400,000. At that figure who wouldn't think he'd passed into a parallel universe? I wondered how long I could stay here. PMY

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Above: The cockpit dinette offers both sunny and sheltered seating; its table folds open to provide more room for food and guests.

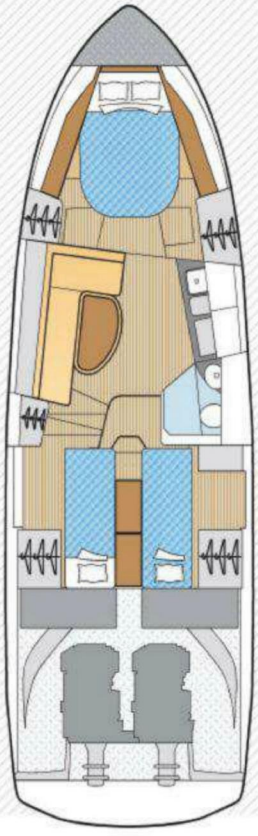
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PMY's Numbers | Beneteau Flyer GT 38

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	7.7	6.7	1.5	5.13	4.46	795	691	75	0.5
1500	11.4	9.9	5.6	2.04	1.77	315	274	77	3.0
2000	14.8	12.8	12.0	1.23	1.07	190	165	88	5.0
2500	26.5	23.0	17.6	1.51	1.31	233	203	83	7.0
3000	33.8	29.3	22.0	1.53	1.33	237	207	86	4.0
3450	37.5	32.6	30.0	1.25	1.09	193	168	87	3.0



vitals

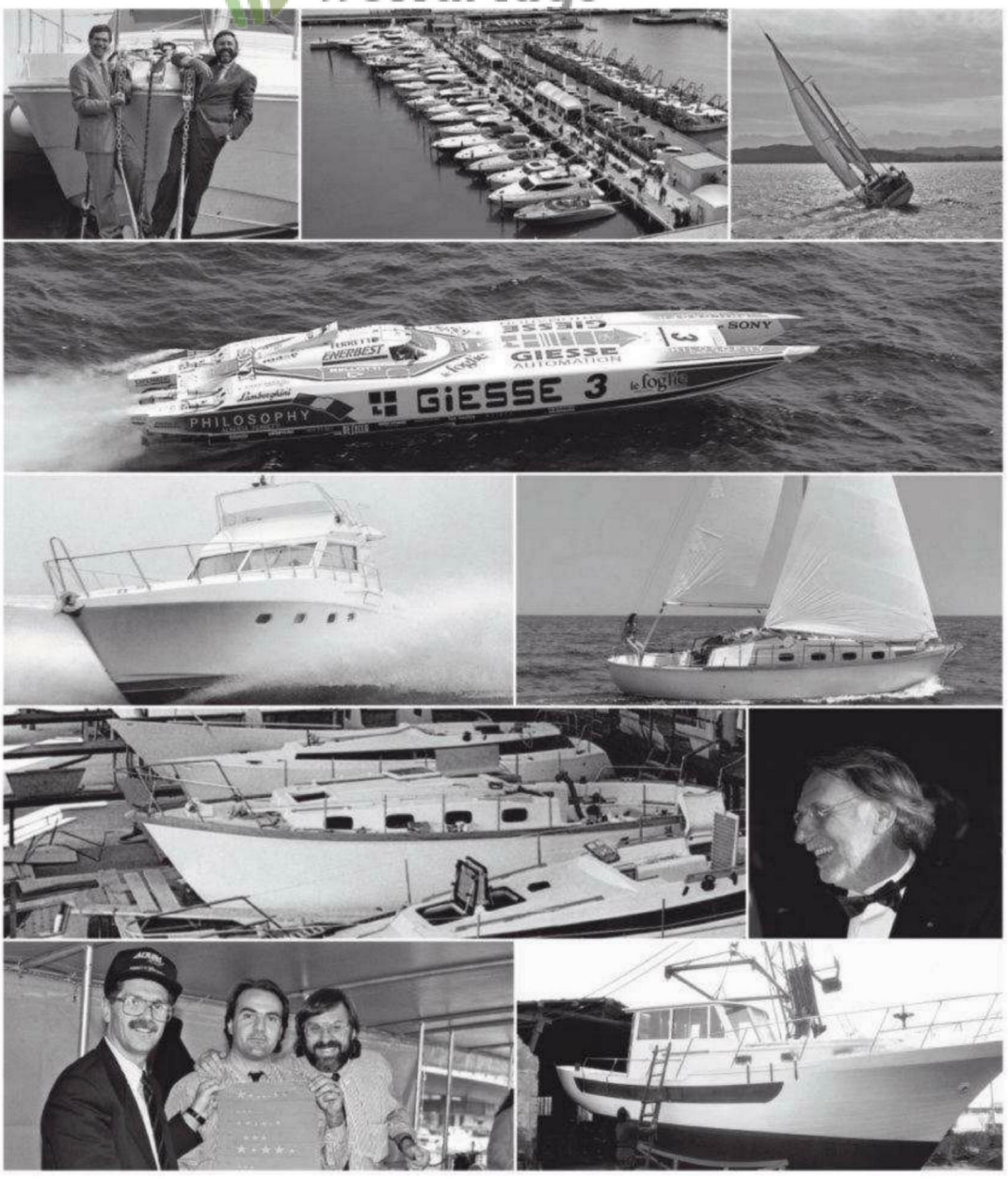
Propulsion: 2/300-hp Volvo D4s; Volvo Duoprop stern drives with standard propset
LOA x Beam: 39'8" x 12'4"
Draft: 3'5"
Weight (dry): 16,464 lbs.
Fuel: 172 gal.
Water: 53 gal.
Std. power: 2/260-hp Volvo D4 diesel Duoprop stern drives
Cabins: 1 master, 1 guest
Price as tested: $402,122
Conditions: ***temp.:*** 85°F; ***humidity:*** 70%; ***wind:*** 10 knots; ***seas:*** 2-4'; ***load:*** 90 gal. fuel, 20 gal. water, 3 persons, 100 lbs. of gear; ***Speeds*** are two-way averages measured with Stalker radar gun. ***GPH*** taken via Volvo Penta engine-data display. ***Range*** is 90% of advertised fuel capacity. ***Decibels*** measured on A scale. 65 dB-A is the level of normal conversation.

Photos courtesy of Beneteau; Illustration by Steve Karp

Above: The one-piece windshield provides a clear view for both the helmsman and passengers.

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Passion.



Love and commitment is what propelled the Ferretti brothers, Alessandro and Norberto, to create their first wooden motorsailer in 1971. It is this same dedication and passion that continues to guide Ferretti Group in its position as one of the most prestigious motor-yacht producers in the world. Passion is what drives the Group to develop unparalleled research and development, nautical performance, and cutting-edge design; it is instilled in everything the Ferretti Group undertakes, and as such, passion stands as a key component of Ferretti's success and unrivaled reputation.

The Ferretti Group: Passion Innovation Excellence

Passion, Innovation, and Excellence are the key elements that form the core ethos of all the eight luxury yacht brands under the Ferretti Group portfolio. It is a profound and heralded tradition and an adherence to these fundamental principles which make the Ferretti Group what it is today. Norberto Ferretti's passion for the sea is what started the vision, his dedication to innovation is what led to its success, and the Ferretti Group's continued adherence to these core values and to the pursuit of excellence is what makes an owner of one of our Ferretti Group brands, an owner for life.

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Innovation.



Visionaries ahead of their time, Ferretti was devoted to producing not only the best, but also the most advanced motoryachts in the world. As such, many of their innovative masterpieces are still commonplace in the nautical world today, including the stern helm position, the use of swinging windows in the salon which open out onto the cockpit, and the internal passage from the salon to the flying bridge. Trailblazers in every regard, Ferretti Group, has been an industry leader in quality and innovative technology, a characteristic which has always served as a foundation of production, and which has been the guiding principle towards high performance of design, form, and function. Encompassed within the Ferretti Group is a specialized team comprised of 90 members who follow the production of each vessel, from the project phase to the construction. The Advanced Yacht Technology (AYT), is the Group's engineering division, and is one of the most advanced naval research and design units in the world, devoted to continuously researching new product and process solutions aimed at achieving excellence and total reliability. Altogether this team of individuals is responsible for creating various staples throughout the nautical industry, including the utilization of integrated monitoring systems Gi8 and Naviop, which enable the user to control yacht operations on a single screen, as well as the ARG- Anti Rolling Gyro- Stabilization system, a gyroscopic device developed in conjunction with Mitsubishi Heavy Industries, installed exclusively on Ferretti Group yachts, which help to reduce rolling by over 50 percent. Since its inception, Ferretti forever changed the world of motoryachts, and based on the Group's continued dedication to innovative methodologies, there is no doubt that Ferretti will continue to serve as a pioneer of nautical performance, technology, and originality.

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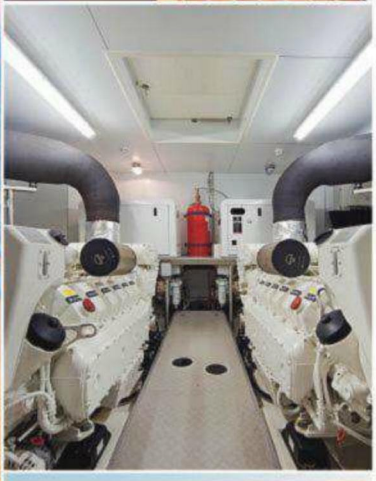
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Excellence.









Since the very beginning, the philosophy of Ferretti has always been to develop in the direction of excellence. Each boat has its own precise identity and fingerprint, representing the client's personality and desires. While the technology may improve a yacht's performance, all of the brands in the Ferretti Group portfolio are also synonymous with exceptional craftsmanship and style. At Ferretti, designing a yacht goes well beyond the concept of design, towards the pursuit of maintaining a perfect balance, complementing the radiance with the quality of materials, aesthetic values and practicality. Priding itself in the design features of each of its yachts, the Ferretti Group created Centro Stile, a team of architects and designers who skillfully combine quality, attention to detail, safety and performance, in each of their designs. Only in this way can the craft's owner enjoy the reliability and utmost perfection of a Ferretti Group brand. Ferretti, with its heralded tradition and pursuit of excellence, is a motoryacht worthy of core enthusiasts who not only love being on the water, but are also experts on fine details. These owners admire the yachts for their grace and beauty, but also appreciate the institutional knowledge that makes them technically advanced. While the Ferretti Group continues to evolve, its long-term goal and uncompromising mission remains the same, the emanation of perfection in every yacht. As such, it is this drive towards excellence and the highest standards attainable that position and will continue to make Ferretti a leader and icon in the world of yachting.

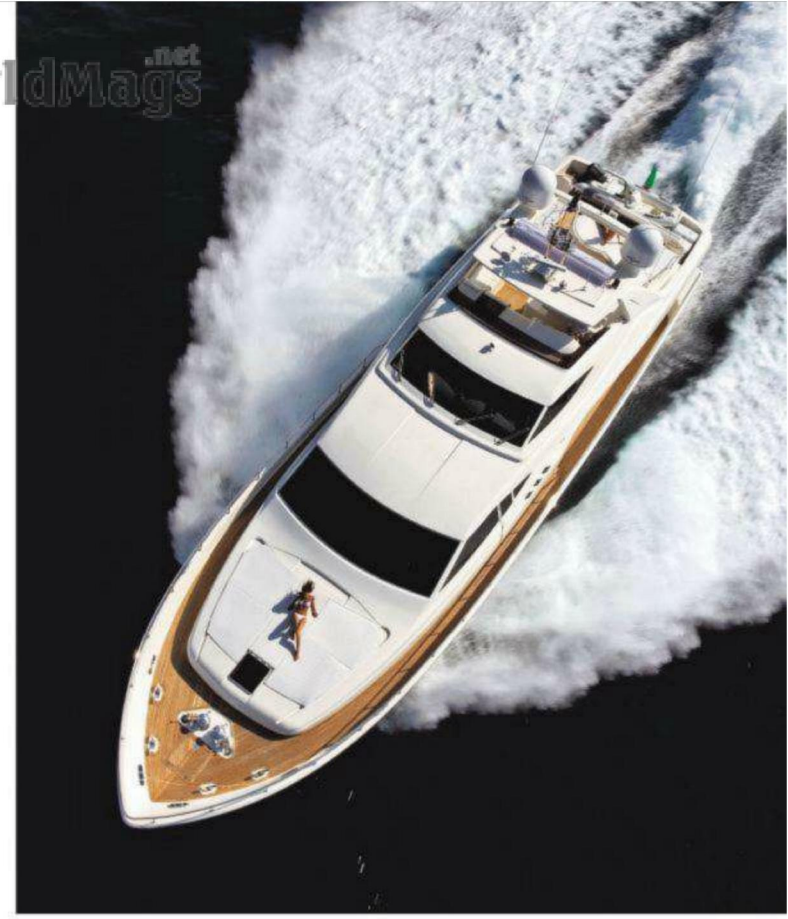
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VIEW From The TOP



Alessandro Diomedi
Latin America Area Manager
Ferretti Group

Q: How are you changing your business to better address a market that is increasingly international?

A: New markets are growing and clients are coming, we sell yachts in Florida to a client in Latin American, who will keep it in Europe for few years and then bring it back in Miami. We anticipate this trend to follow with a global presence, we have an exclusive network of 60 carefully selected dealers in more than 80 countries that guarantee clients the very best assistance in marinas all over the world.

Q: What do you see as the major emerging markets for your company in the next five years? Ten years?

A: China and India will grow as nautical and leisure lifestyle settles in among the younger and richer. Latin America has a great potential; it's a big market where yachting is already popular activity. The US is growing well and will keep steadily increasing.

Q: How do you see the future of the European market for your company – Growing? Stable? In decline?

A: We are confident that that Europe will remain a very important market for the Ferretti Group, this is where our origins lie and the Mediterranean will always be one of the best cruising grounds.

Q: How do you see the future of the U.S. Market – Growing? Stable? In decline?

A: Growing for sure, our sales have been steadily increasing in the last two years and growing, we have a very positive trajectory for this region and will keep investing here.

Q: In the short term (next five years), which of the BRIC countries (Brazil, Russia, India, and China) holds the greatest potential for your company? In the long term (beyond five years)?

A: We have had a presence in Brazil for over 20 years, and this year Ferretti Group Brazil just opened a new production plant located near San Paulo, with a capacity of creating over 100 yachts a years. China is growing steadily and we have been active since 2004 with an office in Shanghai. India has a lot of potential and we have been working for several years with a very committed dealership that has brought us important results.



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Azimut Grande **120SL**

The first mega yacht in the Azimut Grande series to be called Sport luxury.

Thirty-six metres of Azimut Benetti quality in the Grande range. Unmatchable style, liveability, and unparalleled comfort. Speeds from 36 to 40 knots depending on the interior fit-out selected by the yacht owner; with two Rolls-Royce water jets and a central booster.

Consisting of planing boats over thirty metres, Azimut Grande is the most exclusive yacht range in the Azimut collection. Since January 2011, together with other Benetti gems, it has formed part of the Azimut Benetti Group's "mega yacht" business line.

The ambitious design brings together Azimut's recognised technological leadership in high-performance boat building with Benetti's experience in developing custom solutions and managing customer relations during the different construction phases: Azimut Grande has benefited from Benetti's expertise in advanced design and construction technologies in the mega yacht sector, and boat owners now have a wide range of options thanks to Benetti's semi-custom yacht production.

The overall concept and style of this new design are the work of Stefano Righini, with interiors by Carlo Galeazzi.

What is the aim of the new 120SL? To experience the sea and the yacht without limits, reducing the distinction between interior and outside until it practically disappears.

The main saloon of the Azimut Grande 120SL is 60 square metres; its 50 square metres of glazing and the additional operable skylight above – which reveals more than 15 square metres of sky and sea - provide an unprecedented sensation: the distinction between inside and outside virtually disappears, there is longer any difference felt between the two.
With the new Azimut Grande range flagship, the Azimut Benetti Group reinforces its role as a leader in the mega yacht world, reasserting its capacity to anticipate the needs and requirements of the most demanding boat owners.

AZIMUT Grande
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Azimut 88

Azimut 88 Model Year 2011 is the result of extensive work involving the Azimut Style Department and the Architect Achille Salvagni who worked inside the boat, a model which already had excellent characteristics. The main new features of the latest series are the layout of the cabin area and the decor. The layout of the owner's cabin has been changed and the bathroom area has been moved towards the stern to create a zone that more effectively insulates the accommodation from the noise of the engine room. This new plan also provides improved, more private cabin access and a more functional furnishing layout. On the left, in full light, a dinette area has been created with two armchairs and a table.
Opposite the window is the vanity. The wardrobes are built-in and ultra-spacious for clothes, suitcases and accessories.

The second change to the interior plan can be seen in the saloon where the modified staircase, which leads down to the master cabin, has allowed the bathroom to be positioned lengthways, providing extra space for the dining area.

When you board the new Azimut 88 you are immediately aware of the new decor, which is evident in the changed forms of design details like the handles, with a play of walnut and ebony, and in the free-standing elements that add further interest to the interior.

The architect Salvagni has shaped the materials, softening the edges and creating new curves, resulting in a continuum between ceilings and walls. The portals that separate the rooms form a new path, inviting you to walk through the softness of the new rounded forms. The roundness of the new style is also reflected in the owner's cabin, taking the form of a wrap-round bedhead, comprising the nightstands. The wardrobe opening slots are another interesting design feature: their shape invites you to open the wardrobe and plunge into the comfort of your clothes. Mirror surfaces, which further increase the perception of space, are also very much in evidence.

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CRN

The CRN "Dislopen" project, launched last Summer in London, is a range of innovative steel and aluminum megayachts, which marry the shape and style of a high-performance open boat with the volume and the comfort of a large displacement yacht. The name of the project stems from a combination of words: displacement and open and the result is testament to listening to the client's need of this niche market. Designed by the architects Gianni and Paola Zuccon of Studio Zuccon International Project, CRN intends for the Dislopen line to evolve into a new range of leisure megayachts that offer a unique way to experience cruising, offering direct contact with the sea through its outdoor areas while allowing a new level of onboard comfort and space. The Dislopen concept is based on a displacement-hull design and has three superyacht sport designs in its lineup: 46 meter, 52 meter, and 62 meter.

All three sport designs have an innovative accommodation plan that places the owner's suite on the upper deck ,which is exclusively dedicated to the ship owner, with an elevated view while the five guest suites are below on the lower deck. On the main deck, each design has a salon and dining area with panoramic views leading out onto an unusually expansive cockpit, providing a dynamic space to enjoy dining al fresco style in complete privacy. Common to all three models are the retractable terraces overlooking the sea, each in a unique location on the three project models to create a private experience while anchored or en-route.

The 62 meter is undoubtedly, a spectacular arrangement for on-board living and entertainment with immaculate amenities. The enormous main-deck spaces include an expansive dining table, a raised forward entertainment lounge, a helipad on the bow, and a swimming pool. Multiple layouts have been developed to meet the requirements of each client providing unique areas with cinemas, fitness gyms and beach-club areas at the stern garage.

The comfortable cruise speed on all three sport designs is 14 knots. All three design concepts are available for presentation.

MEGAYACHTS OF THE YEAR

CRN | 954.462.5527 | www.crn-yacht.com

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LOA: 124'

Beam: 24'

Engines: 2 x MTU 12V 4000 M93L power - 3510 mhp

Fuel Capacity: 5,717 gals

Range at cruising speed: 410 nm

Ferretti Custom Line **124'**

The Ferretti Custom Line 124' is the largest yacht ever to have been produced by Ferretti Custom Line. This new model combines the shipyard's design and construction experience with a forward-looking philosophy, highlighting the harmonious blend of elegance, performance and technology that are strikingly innovative for craft of this length.

The new 124' offers exceptionally generous spaces. The salon, as a result of this minimalist interior design, encompasses unobstructed and remarkable views from all angles. Light dominates the interiors, flooding in through wide windows and the large glazed side doors, which enhance the feeling of space, creating the impression of unity between interior and exterior. The upper deck creates a lounge area ambiance – a zone that is dedicated to relaxation, privacy, and interior and exterior spaces that are designed with outstanding attention to detail. In all, the Ferretti Custom Line 124' can accommodate up to 10 guests, and 6 crew members. These living quarters include a spacious master suite and, on the lower deck, four large guest cabins with en suite heads. The brand also offers owners the opportunity to include special aesthetic-functional features, such as large side doors and windows in the salon and platforms, which create exclusive private terraces over the sea.

This yacht has an excellent choice of on-board engines, guaranteeing high performances: twin MTU 3184mhp or 3510mhp engines. With the larger engine, the cruise speed is 23.5 knots and at maximum speed reaches 27 knots. The latest innovations onboard include the Furla.Net monitoring and control system and four Mitsubishi ARG (Anti Rolling Gyro) stabilizers, installed exclusively on Ferretti Group yachts, and which help to reduce rolling by over 50 percent. The Ferretti Group invites you to visit their North America headquarters in Ft. Lauderdale to customize your very own Ferretti Custom Line.

CUSTOM LINE
FERRETTI

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LOA: 100' 3"

Beam: 21'

Fuel Capacity: 5,000 gals

Marlow Explorer 97E

The debut of the Marlow Explorer 97E at the Miami International Show was the result of many years of research in hull efficiency and composite construction. Following similar build designs of modern commercial aircraft construction, Marlow Yachts does not build a hollow thin skin, then frame it with a container full of framing woods. The bulkheads' purpose in a Marlow is to describe accommodations, as opposed to supporting a weak skin, resulting in a structure of enormous strength.

Hull No. 1 features a grand salon and a separate formal dining room for entertaining. There is also an ondeck door opening, which leads to the U-shape galley, allowing fresh air into it if desired. Other layouts are available.

The ondeck master has direct entry from the salon or through a private door to the exterior. Located below deck are six beautiful guest cabins plus aft crew quarters. Late-night snacks can be found in the guest area's own private commissary. Full laundry facilities are easily accessible.

The Marlow-developed solar roof system is used to recharge house batteries, offering seamless 8-kW inverter power for onboard appliance use. Two country kitchens are outside; the expansive aft deck and enormous flying bridge area provide convenient day heads on the upper and lower deck. A hydraulic transom door and swim platform allow brilliant access to water toys and the crew's quarters, which is equipped with a compact and functional crew galley. This long-distance vessel has a range of 3,400 miles at 10 knots, a fast-cruise speed of 26 knots, and a top speed with moderate load of 30 knots.

Marlow Explorer Yachts Factory Operations are compliant with ABS (American Bureau of Shipping) requirements and certified by Lloyds Register, Bureau VERITAS, CE and ISO 9001. This is a valuable and exceptional credential status enjoyed by less than a handful of pleasure powerboat manufacturers worldwide. Marlow Yachts Norsemen Shipyard are the first manufacturing in China to receive this level of certification.

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Pershing 108

LOA: 109'

Beam: 22'

Engines: 3 x MTU 16V 2000 M94 - 2638 mhp

Fuel Capacity: 3,170 gals

Range at cruising speed: 330 nm

The Pershing 108, the perfect mix of technical innovation and avant-garde design, is revolutionizing the concept of on-board living. This ultra express yacht is characterized by its aggressive external profile and radically innovative internal layout, featuring areas which can be modified to suit a variety of entertainment and privacy environments. This new model measures just over 108 feet and can effectively reach a maximum speed of 43 knots.

The craft's architecture, space and design, from stern to bow, were the focal points for this project, making her a staple for the international nautical industry. The Pershing 108' offers an incredibly spacious upper sundeck; a large cockpit with a vast covered area that can be used to entertain guests both during the day and in the evening; a large garage astern with drop-down swim platform, which can accommodate a 17 foot tender; in addition to a second tender locker in the bow which can store water toys and a lifting crane. The salon showcases natural light as it greatest feature due to the luminous arrangement of the large side windows and exclusive retractable salon door, which consists of two independent sections featuring electro-hydraulic controls that slide into the floor, creating a single area to encompass both salon and cockpit. Like many Pershing models, the 108 features all the elegance of two Italian icons including Poltrona Frau, the designer of its leather furnishings, headliners, and helm station seating; and an Ernestomeda designed kitchen.

The performance of this model is exemplified with Pershing's style and features a new and important innovation with engine installation. The first time in its prestigious history, Pershing has designed the yacht with the ability to house triple engines, focusing on environmental impacts while still maintaining high performance. The standard version is powered by three 2638hp MTU diesel engines, combined with the thrust applied by three Arneson surface drives and Rolla propellers. This cutting-edge technology offers owners a number of navigation alternatives, allowing for extraordinary range when cruising at 11 knots for 1070 nautical miles.

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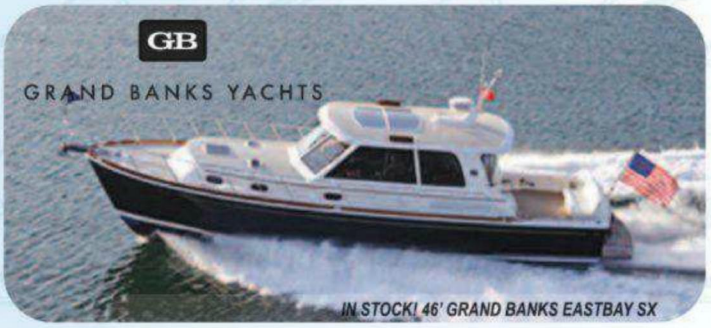


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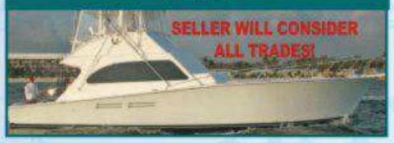
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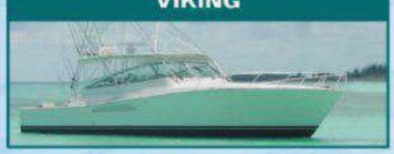
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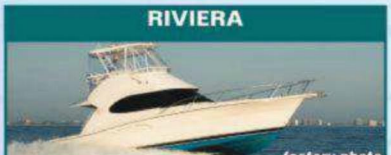
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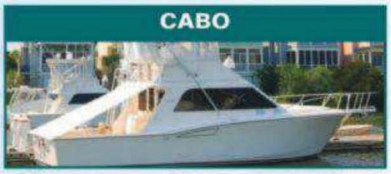
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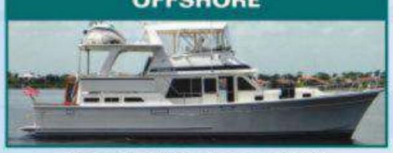
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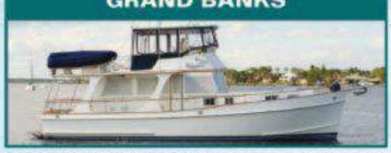
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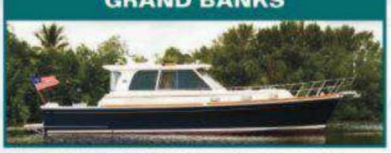
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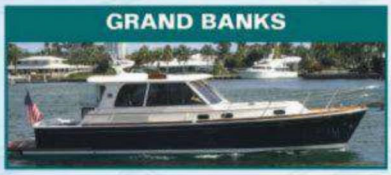
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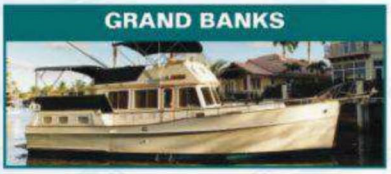
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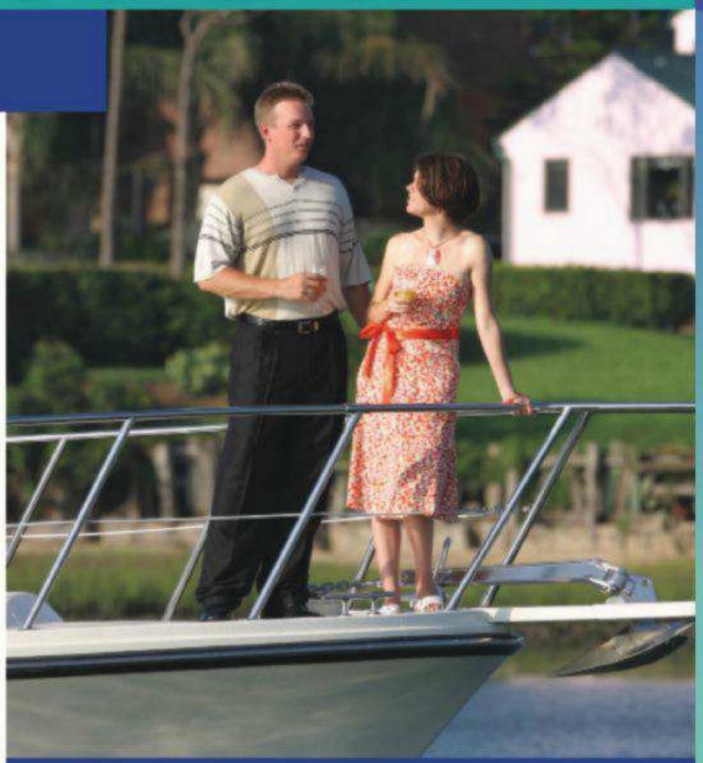
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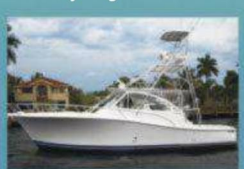
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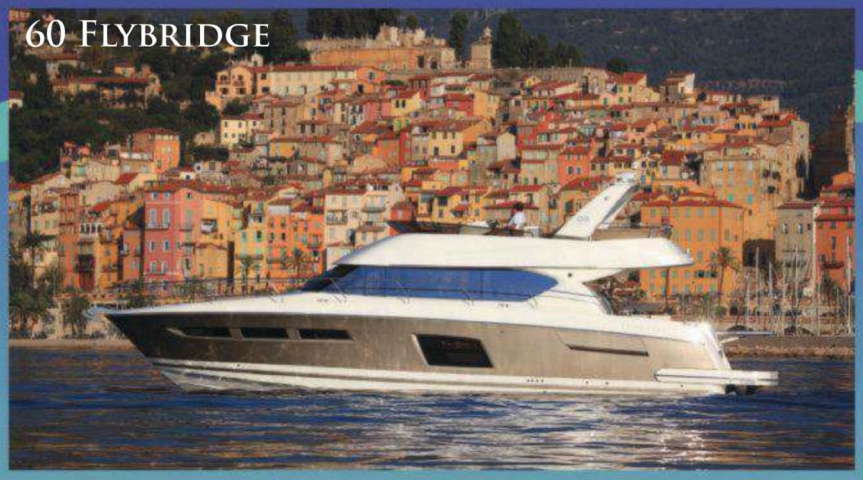
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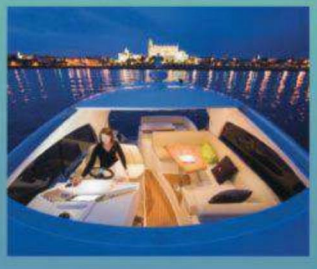


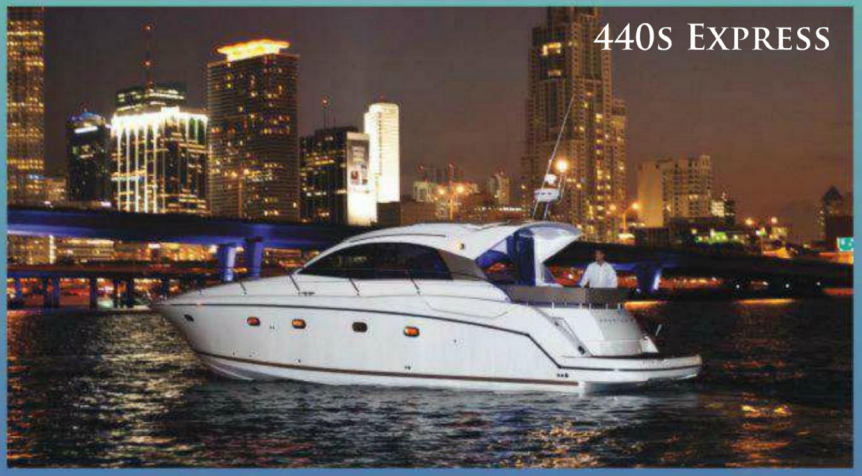
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Beam:	17'-0"	Beam:	17'-0"	Beam:	17'-0"
Draft:	3'-9"	Draft:	3'-7"	Draft:	2'-5"
Staterooms	5 - 6	Staterooms	3-4	Staterooms	3-4
Full Heads	5 - 7	Full Heads	2-4	Full Heads	2-4
Fuel:	840 gal.	Fuel:	840 gal.	Fuel:	300 gal.
Water:	300 gal.	Water:	200 gal.	Water:	100 gal.
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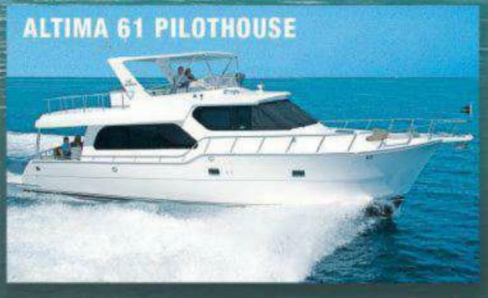
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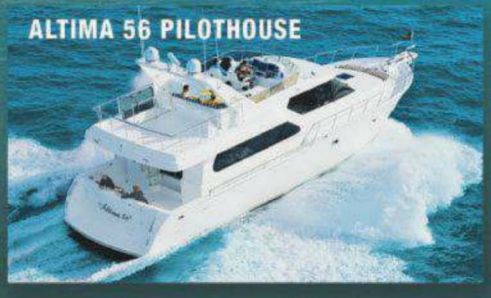
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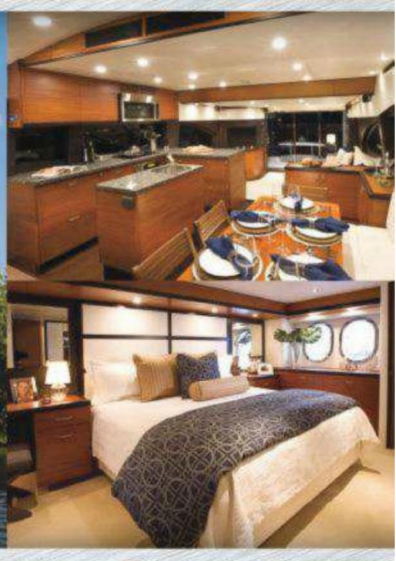
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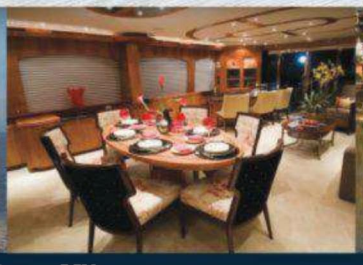
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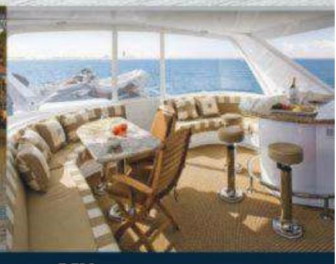


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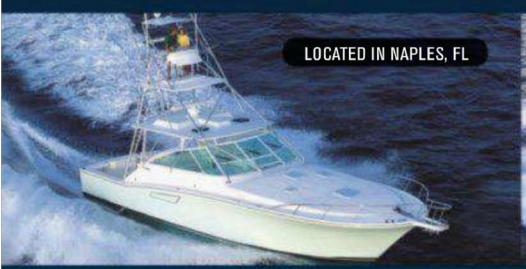
"ON PLANE" 55 SEA RAY SUNDANCER 2008
ONE OWNER VESSEL, EXTREMELY WELL MAINTAINED. JUST ABOUT EVERY OPTION FROM SEA RAY AS WELL AS LOTS OF CUSTOM EQUIPMENT. STOCK #92346 **CONTACT SCOTT ROBERTON 727-638-7890**



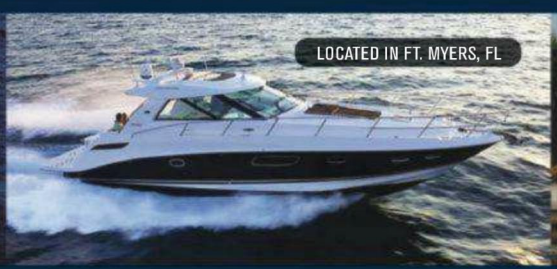
54 SEA RAY SUNDANCER 2011
THIS IS A MARINEMAX PREMIUM CERTIFIED PRE-OWNED BOAT. SLEEK AND DISTINCTIVE WITH INNOVATIVE FEATURES AND AMENITIES. STOCK #99783 **CONTACT DAVID MICHIE 239-481-8200**



47' SEA RAY SEDAN BRIDGE 2008 - 2 TO CHOOSE FROM: "SATISFACTION" & "MYSTIQUE" GREAT OPTIONS ON EITHER BOAT, LOCATED VERY CLOSE TO EACH OTHER FOR VIEWING. STK #100816. **CONTACT DAVID MICHIE 239-481-8200**



45' CABO EXPRESS 2010
MAN V-10, LOW HOURS, TWO STATEROOM, EXTENSIVE EQUIPMENT, READY TO FISH OR CRUISE. STOCK #83570. **CONTACT DAVID MICHIE 239-481-8200**



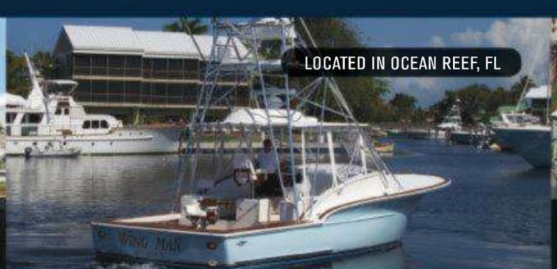
450 SEARAY SUNDANCER 2010
CRISP, CLEAN LIES AND AN ENCLOSED BRIDGE WITH LARGE, RETRACTABLE SUNROOF, MERCRUISER 496 MAGNUM WITH AXIUS PROPULSION SYSTEM. STOCK #86677. **CALL 239-481-8200**



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"MGM" 38 TIARA 2008
DON'T MISS THIS LATE MODEL TIARA WITH ONLY 255 HOURS. ABSOLUTELY GORGEOUS SHAPE AND LOADED! STOCK #96610. **CONTACT KEN REDA @305-342-0658 OR KEN.REDA@MARINEMAX.COM**

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190' Trinity "Mi Sueño" courtesy of International Yacht Collection and Trinity Yachts

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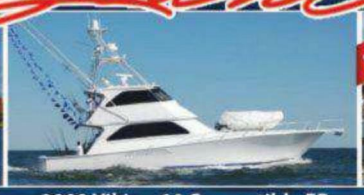


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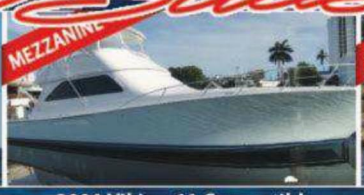
BLUEWATER Yacht Sales



2008 Viking 64 Convertible



2008 Viking 64 Convertible EB



2001 Viking 61 Convertible



2008 Viking 60 Convertible



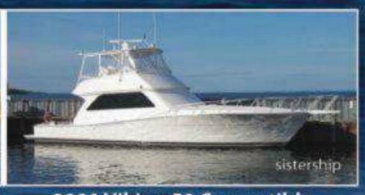
2012 Viking 60 Convertible



1997 Viking 58 Convertible



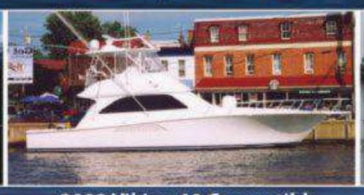
2006 Viking 56 Convertible



2001 Viking 50 Convertible



2003 Viking 48 Convertible



2002 Viking 48 Convertible



1988 Viking 48 Convertible



2000 Viking 47 Convertible



2000 Viking 47 Convertible



2010 Viking 46 Convertible



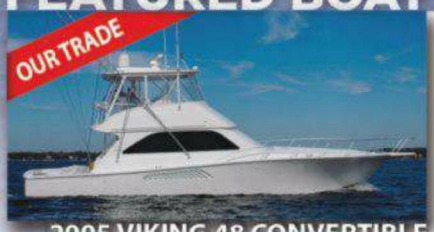
2007 Viking 45 Convertible



2012 Viking 42 Open-Pod Drives!

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2005 VIKING 48 CONVERTIBLE
1100hp MAN common rails.
New cockpit mezzanine.
Bridge A/C. Our trade.
Bring offers!

- 81' Burger Classic Cockpit Motoryacht 1967
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- 65' Viking Sport Cruiser V65-2006 & 2000 (2)
- 65' Romsdal Trawler-reduced $100k! 1962
- 64' Viking Convertible-Never fished 2008
- 62' Buddy Davis Sportfish-Spacious! 1977
- 61' Viking Sport Cruiser MY- 2004 & 2005
- 61' Viking Convertible - Mezzanine! 2001
- 60' Viking Convertible - NEW 2012 In Stock!
- 60' Viking Convertible - L O A D E D ! 2008
- 60' Jefferson Marquessa MY - Freshwater 1987
- 58' Custom Carolina Taylor Made 2000
- 57' Custom Carolina- Great Charter! 2001
- 56' Alden Downeast Flybridge 1996
- 56' Alaskan Raised Pilothouse 2006
- 56' Viking Convertible - '07 Updates- 2006
- 55' Sea Ray Sedan Bridge 550 - 1993
- 55' Ocean Convertible-Reduced! 1990
- 54' Custom Carolina Alex Willis 2005
- 54' Sea Ray 540 Sundancer-Reduced! (2)
- 54' Bertram Sportfish-One owner-1987
- 53' Elco Commuter-Restored! 1937
- 53' Jarrett Bay Custom-New paint 1993
- 53' Cavileer Convertible-only 145hrs-'05
- 52' Viking Convertible - Mezzanine 2002
- 50' Cruisers 5000 Sedan - CAT power 2001
- 50' Hatteras Convertible - Pro kept - 1999
- 50' Fairline Phantom-low hours 2002
- 50' Cruisers 5000 Sedan 2001
- 50' Ricky Scarborough Custom 1982
- 50' Ricky Scarborough Open 2008
- 50' Viking Convertible-2001, 1997 (2)
- 49' Cruisers 490 Sedan-Loaded! 2006
- 48' Viking Convertible-'05, '03, '02 !
- 48' Viking Convertible - Updated!(2)1988
- 48' Ocean Super Sport - New Listing 2002
- 48' Sabre 48 Salon Express 2012
- 48' Sea Ray Motoryacht-3strms! 2004
- 48' Chris Craft 480 Catalina MY 1988
- 48' Meridian 459 Cockpit MY 2004
- 47' Davis Convertible -Upgrades - 1991
- 47' Viking Convertible - Fresh motors 2000
- 46' Viking Convertible JUST LISTED 2010
- 42' Viking Open - NEW 2012 In Stock, IPS!
- 37' & 30' Back Cove - NEW 2012 !
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2012 Duffy 22 Cuddy Cabin •



2012 Back Cove 30 •



2012 Back Cove 37 •

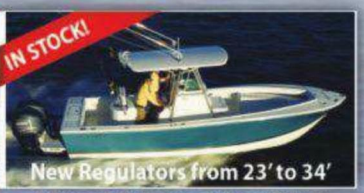


2012 Sabre 48 Salon Express


2005 Viking Sport Cruiser 70 FBMY •


2006 Viking Sport Cruiser V65 •


2005 Viking Sport Cruiser 61 FBMY •



All models in stock & on SALE!









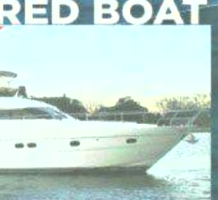

n 60 Marquessa MY • 2006 Alaskan 56 Raised Pilothouse • 1996 Alden 56 Downeast FBMY • 2000 Sea Ray 540 Sundancer


ay 540 Sundancer • 1937 Elco Commuter Restored 53 • 2001 Cruisers 5000 Sedan • 2002 Fairline 50 Phantom


rolina Taylor Made 58 • 1987 Bertram 54 Sportfish • 1993 Jarrett Bay 53 Convertible • 1991 Ricky Scarborough 53


Scarborough 50 • 1999 Hatteras 50 Convertible • 2012 Custom Carolina Caison 49 • 2002 Ocean Super Sport 48

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PRINCESS viking yachts SABRE Yachts BACK COVE Duffy

ATOR

1987 Jeffers


1999 Sea


2000 Custom C


2008 Rick

FEATU



2004 VIKING SP
Our tra

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ALPHA 76 EXPRESS CHEOY LEE - New exciting Michael Peters design for 2012 featuring dramatic atrium. Interior styled by Luiz de Basto. Spectacular performance as well as state-of-the-art features. Contact Cheoy Lee Shipyards for information.



ALPHA 76 FLYBRIDGE CHEOY LEE - Exciting styling and performance all new Flybridge model for 2012. Featuring lower station and galley up layout. Contact Cheoy Lee Shipyards for information.



MARCO POLO SERIES 2012 151' TRANSOCEAN EXPLORER "MAZU" – MAZU is nearing completion. Slight refinements to the second of her series, fabulous comfort and great range in a proven design, new offering. Contact Marty Isenberg (Shipyard Representative) 954-448-0561.



BRAVO 88' CHEOY LEE 2012 - Beautiful new model for 2012, Michael Burvenich Design with Sylvia Bolten interior. 4 in owners 2 in crew, C-32 1900 HP ACERTS. Contact Cheoy Lee Shipyards for information.

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BRAVO 95 ENCLOSED PILOTHOUSE 2006 - On deck master plus 3 guest cabins, 2 in crew with lounge, C-32 1652 HP CAT's, twin 40 kW gen sets, original owner. En-route to Florida. $4,395,000. Contact Marty Isenberg 954-448-056.



BRAVO 78' CHEOY LEE 2008 - Spacious Sylvia Bolton interior w/rich Sappelle wood. 3 SRs, crew aft/roomy lounge. CAT 3412's 1,400 HP each, 2x 30kW Northern Lights gens. Captain maintained. Extended warranty. Make offer!! Contact Marty Isenberg 954-448-0561.



CHEOY LEE 72' COCKPIT MY 2006 - Spacious, 3 SRs + crew. Country galley, 2 helms. Low hours C-18 CATs 1000 HP. Well equipped. Custom fold down arch, air draft 18'6". Impeccable!! Now located at our office. Contact Marty Isenberg 954-448-0561.



CHEOY LEE 72' COCKPIT MY 2003 - Excellent 3 SR layout with crew quarters, country style galley, "D" rated 1,000 HP Caterpillar 3412, Fish rigged. Captain maintained with low hours. Contact Marty Isenberg 954-448-0561.

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Criscate G | 2010 97' Custom Line
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Inspiration | 2010 88' Ferretti
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Calypso | 1971 101' Feadship
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Silver Lining | 1972 81' Burger
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Circus | 2004 80' Azimut
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Lollipop | 2002 80' Azimut
$1,749,000 | Tommy Thompson, 954.205.7979



My Sharon | 2007 79' Ferretti
$2,999,999 | Justin Sullivan, 954.931.2230



2009 78' Ferretti
Price upon request | Jon Burkard, 772.260.1415



Andiamo | 2002 76' Lazzara
$1,250,000 | Chris Coughlin, 239.776.4449



2010 73' Ferretti
$2,950,000 | Chris Coughlin, 239.776.4449



Bon Viviant | 2004 72' Riva
$1,980,000 | Gary Goldman, 954.330.8958

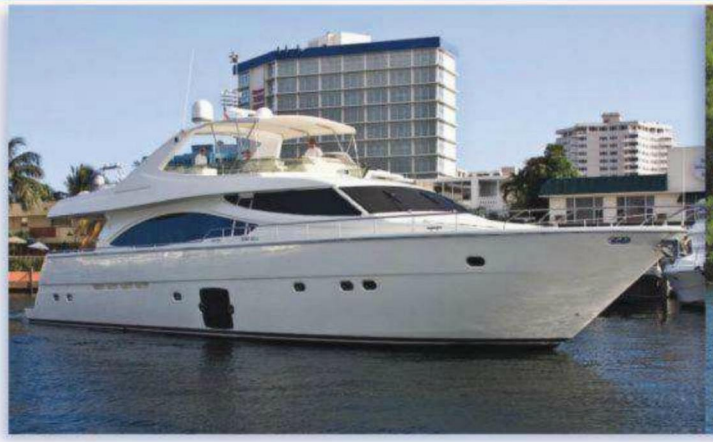
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Unforgettable | 2006 83' Ferretti
$3,600,000 | Eric Frank, 954.600.0369



My Frog | 2009 63' Riva
$2,000,000 | Justin Sullivan, 954.931.2230



Whatever | 1994 70' Hatteras
$699,000 | Rupert Gregory, 954.907.5622



2007 67' Bertram
$2,995,000 | Felix Mari, 786.236.9701



Lazy Days | 1990 67' Hatteras
$599,000 | Alan Learch CPYB, 904.502.2266



Snowgoose | 1988 67' Landeweer
$599,000 | Sean Fenniman, 772.260.1628



Precision | 2008 63' Bertram
$2,100,000 | Bob Martin, 305.710.3952



Paraiso | 2009 62' Sunseeker
$1,495,000 | Felix Mari, 786.236.9701



It's All Good 2 | 2006 62' Pershing
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Andiamo | 2004 62' Neptunus
$985,000 | Bob Gonnelli 401.619.3622



Fuelish | 2007 60' Sea Ray
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LOLITA | 75' Lazzara LSX | 2008 | 2,995,000 USD
Pristine Condition, Full beam custom master head and closet, Ft. Lauderdale,FL
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New and available mystic blue hull. 4 Staterooms plus crew. IPS II (x4)

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New 2013 Model



LSX64 | Lazzara | 2013 | Starting AT 2,550,000 USD
New Design, Delivery Summer 2012, 4 Staterooms + crew, IPS III (x2)

New 2013 Model



LMY64 | Lazzara | 2013 | Starting at 2,875,000 USD
Brand new design, Delivery in Summer 2012, 4 Staterooms + crew

2012' Delivery - 37kts



LMY 85ss | Lazzara | 2013 | STARTING AT 6,100,000 USD
Twin CAT C32 Acerts,the fastest motor yacht in its' class

Factory Demonstrator



BREEZE 76 | Lazzara | 2011 | UNDER 5,000,000
Four staterooms plus crew, Walkaround Decks, Largest Flybridge in its class

New To Market



ENDLESS LOVE | 84' Lazzara | 2009 | $3,849,000
Newest Lazzara 84 available, priced to sell, low hours, Naples, FL
Steven Carlson +1 561 866 7905

Must See, Next To Sell



ALL IN | 68' Lazzara | 2005 | 1,800,000 USD
CAT C-18, Twin Generators,Extended CAT warranty,Delray Beach,FL
Steven Carlson +1 561 866 7905

New Construction



LMY 116 | Lazzara | 2012 | STARTING AT 10,950,000 USD
On deck Master Stateroom, 27kt top speed, 5 staterooms plus crew

New To Market



NEW LIFE | 92' Lazzara LSX | 2009 | 5,750,000 USD
Rare Opportunity, 4 staterooms + crew, Master Balcony, Ft. Lauderdale,FL
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2008 Marlow Explorer 70E-CB

"Jackpot II" is a Marlow Explorer 70E Command Bridge the perfect cruiser. Powered by 1015hp, CAT C18's she cruises at 23 knots; yet, sips just 9gph at 8.3 knots. Accommodations are roomy, warm and open, offering views throughout. Make arrangements to visit "Jackpot".



2003 Marlow Explorer 70E

"Happy Endings" is a wonderful 70E Marlow Explorer with 3-staterooms and 3-heads as well as full crew quarters. Well maintained with low hours and many recent upgrades. Her 800hp CAT engines cruise at 8 knots for over 1600 miles on a single tank. Please call today.



2007 Marlow Explorer 72E-CB

This Marlow Explorer with Command Bridge option, has a well laid out beautiful teak interior with 4-staterooms and 3-ensuite heads and crew quarters. Powered by 1800hp CAT's she can cruise at 24 knots. Located at our facility.



2006 Marlow Explorer 53C

"Blue Gill" has come to the market for the first time as her owners are retiring from yachting. She is powered with the ever popular CAT C-12 engines providing 700 hp each. She is priced to sell quickly. Call for details.



2003 Marlow Explorer 65C

"Reel Class II", Captain maintained by a meticulous owner. Her 3-staterooms with ensuite heads plus full crew quarters are powered with 800hp, CAT 3406's cruises efficiency. Please call today for details.



2001 Selene 50 Ocean Trawler

"Julianna" is a serious blue water trawler with classic style and modern upscale accommodations. She is well equipped, professionally maintained, and ready to cruise. Call today to arrange a showing.



2003 Marlow Explorer 57C

"Beech to Beach" well cared for and constantly upgraded including the addition of stabilizers. Powered by 800hp CAT 3406's with a 1200 mile range at 8 knots. Please call for more details about this great opportunity.



2001 Navigator 56 Classic RPH

This nicely designed yacht with three staterooms, comfortable pilothouse and large flybridge is powered by twin 430hp Volvo® diesels. Owner will consider reasonable trades!



2006 Mainship 40' Trawler.

"Ladybug" is a proven 2-stateroom trawler that is "cruise ready" with many upgrades and been meticulously maintained. She is very roomy inside and cruises efficiently with her single 370hp Yanmar engine.



1996 46' Grand Banks Europa

"Maria" is a meticulously maintained 46 Europa that was designed with a beautiful custom floor plan.Powered by 350hp CAT's she can cruise at over 16 knots. Come see this great vessel at our docks.



2001 46' Grand Banks Classic

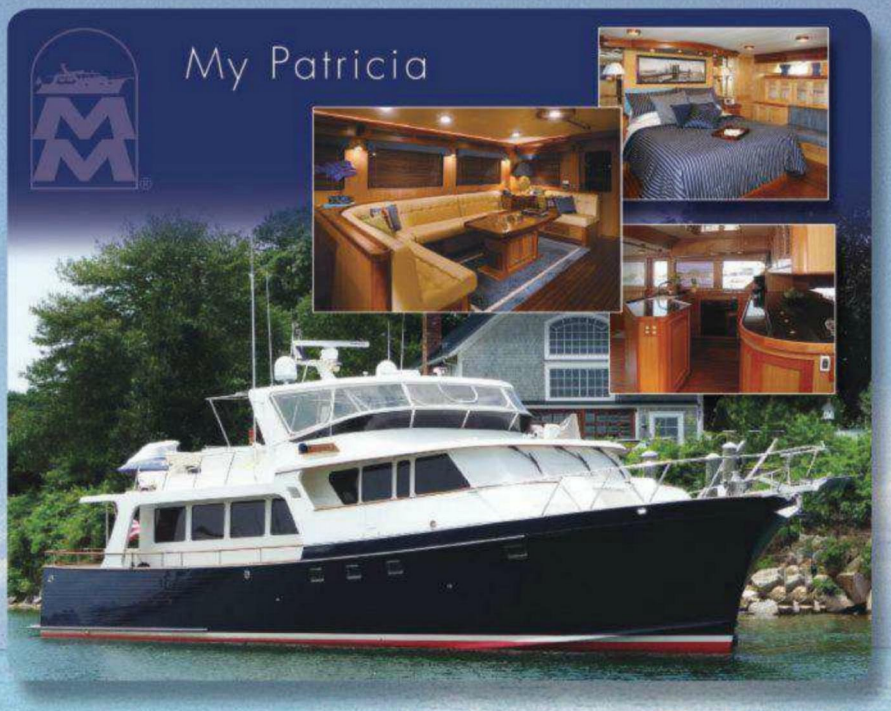
"Rumaway" is a wonderful two stateroom Grand Banks Classic with an island berth master stateroom aft, galley down and large v-berth forward configuration. Powered by CAT 3208A's she is ready to cruise.

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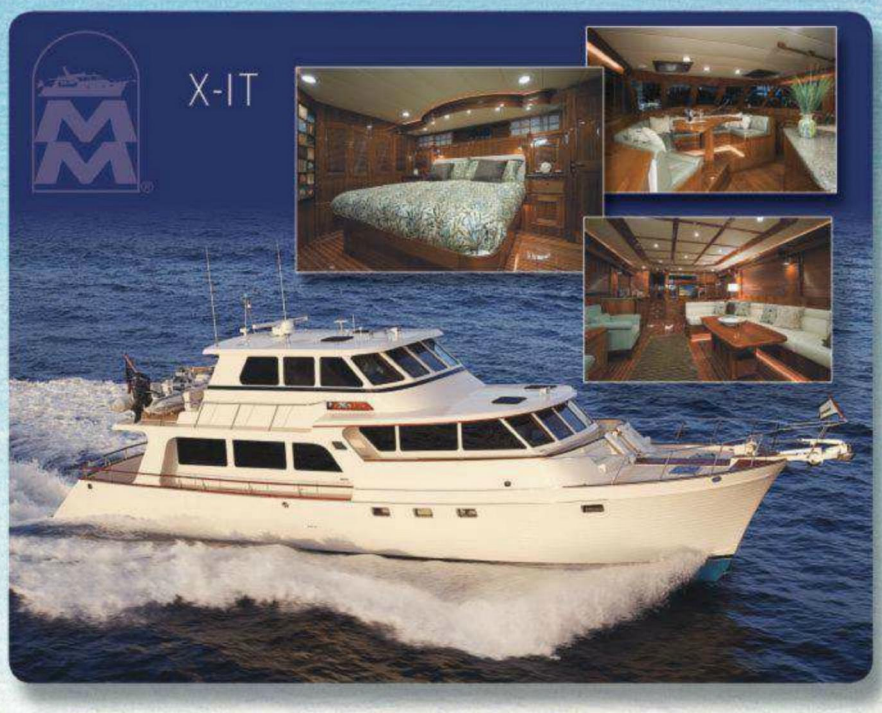
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Stepping aboard "My Patricia" you will feel the immediate draw that Marlow owners everywhere already feel. There are three well designed staterooms with ensuite heads forward for owners and guests as well as a full crew quarters aft. She has been captain maintained and is in wonderful condition. The Caterpillar® 1400hp 3412's provide a fast cruise of 21-23 knots and a top speed of 26 knots. The blue Awlgrip® hull, oyster white gelcoat and satin teak interior make her one of the most beautiful yachts on the water. Call today for details.



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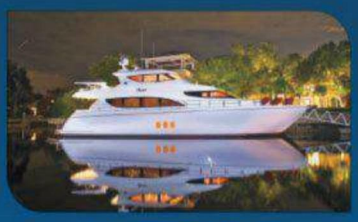
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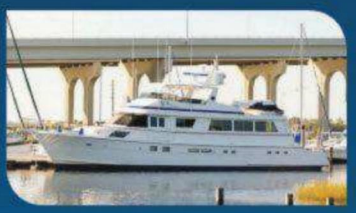
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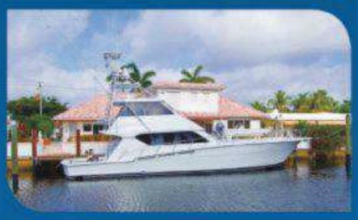
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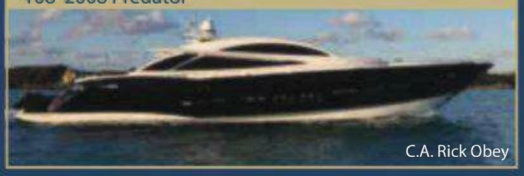


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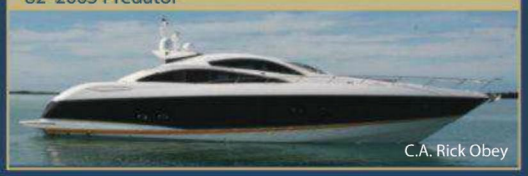
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108' 2008 Predator



Triple MTU 2400 hp engines with Arneson drives, 4 staterooms, black hull with black glass windows, walnut woodwork. Cruise at 35 knots, top out at 45 knots. Aggressive, Sexy, Fast. Price: $5,699,000

82' 2005 Predator



Twin Caterpillar 1550hp engines, 4 luxurious staterooms with designer fabrics, expansive spaces and updates, garage for tender and jet ski, hydraulic bow and stern thrusters, crew quarters and opening hardtop roof. Sleek, sexy and performance driven. Price: 2,199,000

62' 2006 Predator



Twin MAN 1100hp engines, 3 staterooms, hydraulic lifting platform, aft deck canopy, Glendinning Cablemaster, upgraded generator, bow and stern thrusters. A Must See. Price: 1,149,000

60' 2012 Predator



Twin Volvo Penta IPS engines, 3 staterooms, Deep Grey specialty hull color, black antifouling, hardtop, hydraulic lifting platform, tender recovery system, Black American Walnut interior finish, electric canopy for aft deck and upgraded sound system. This is a Must See, Extensive Upgrades, One of a Kind! Price 2,499,000

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115' Predator



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64' Predator

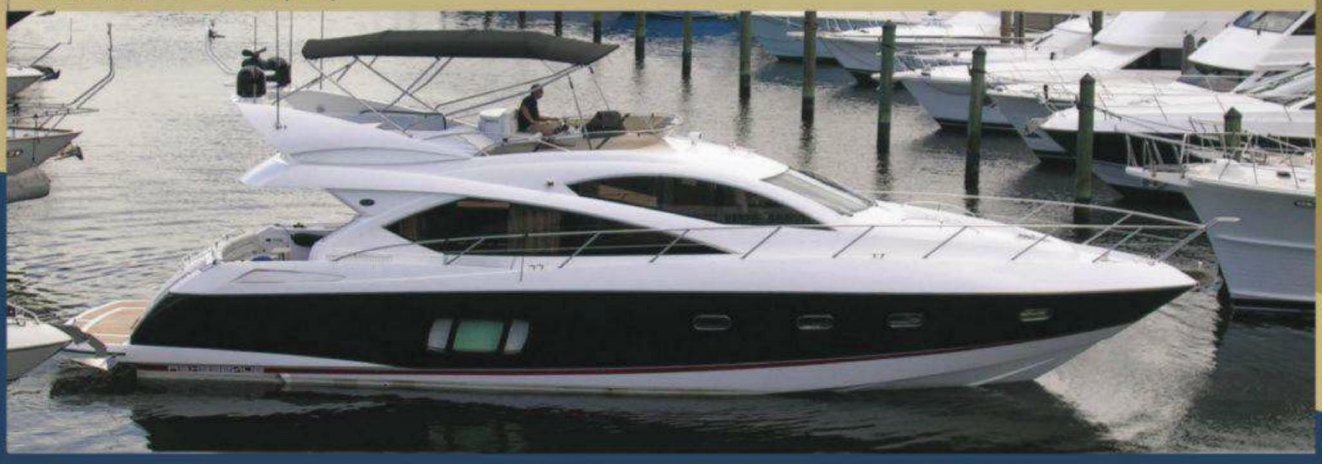
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60' Manhattan 2011 – "Johnny s Toy"



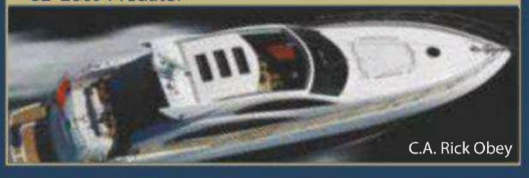
Twin MAN 1000hp engines, 3 staterooms plus crew, 3 heads, Bimini top, cherry gloss woodwork, hydraulic lifting platform, stern thruster and numerous upgrades. Price: $1,899,000

74' Predator 2012



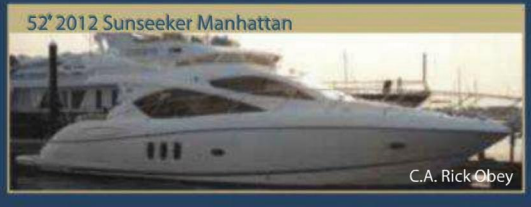
Twin MAN V12 1550 hp engines, 3 staterooms plus crew, 3 heads, sport flybridge, electric canopy, Black American Walnut interior, tender recovery system and upgraded electronics. Price: $3,799,000

62' 2009 Predator



Twin MAN 1100hp engines, 3 staterooms, 3 heads, walnut interior, custom black/silver paint, underwater lights, Glendinning Cablemaster and much more! Maintained with Pride. Price:1,599,000

52' 2012 Sunseeker Manhattan



Twin MAN 800hp engines, 3 staterooms plus crew, white hull, bow & stern thruster, extended cockpit, Black American Walnut interior & numerous upgrades throughout. Price: $1,649,000

48' 2012 Portofino Sunseeker



Twin Volvo Penta D6 IPS- 600 engines, 2 staterooms, 2 heads, hydraulic lifting platform, electric canopy, satin oak interior, upgraded electronics, Volvo DPS Positioning System & a tender recovery roller system. Price $899,000



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60' Predator



53' Manhattan



48' Portofino



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2012 MANHATTAN 73

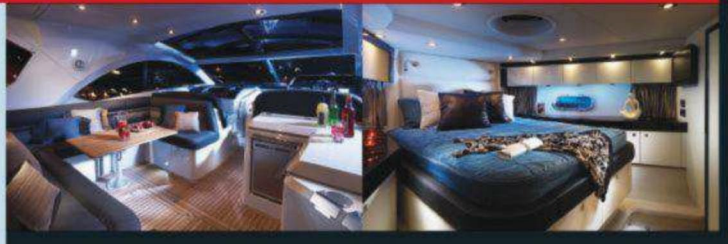




The Manhattan 73 is defined by its ingenious use of space. The vessel enjoys increased volume not just by length but courtesy of the broad beam that's carried lower in the hull. This enables a third full-size double stateroom on the lower deck, plus plenty more headroom throughout.The main saloon is now also on one single, sweep-through level, providing a vast entertainment space.

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2010 34 METER YACHT – POA



Twin MTU 2,650HP diesel engines, highest specification and beautifull finishes, Navy blue hull, 5 ensuite cabins, offered for limited time, must be viewed.

2010 80 YACHT - US$ 4,695,000



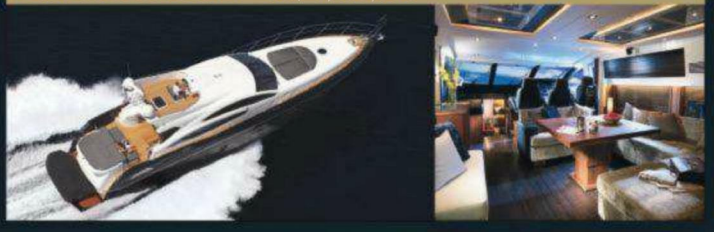
The perfect blend of space, style and performance. 2 x MAN 1,800hp diesel engines, 4 cabins, 4 en suites, high specification and stunning condition throughout

2004 75 YACHT – US$ 2,300,000



Twin MAN 1300 hp diesel engines, 4 en suite cabins, cherry gloss wood, cream soft furnishings. New exterior teak throughout, antifoul and fully polished 2011!

2010 PREDATOR 74 – US$ 4,100,000



Huge specification, custom exterior paint and interior furnishings, 2 x 1800 MAN diesel engines, sport fly bridge, tender garage, stunning on the water!

1995 MANHATTAN 62 – US$ 599,992



Twin Man 1100's diesels matched to Arneson surface drives, this is truly one of a kind, 38+ knots performance! Many updates and custom features.

2007 60 MANHATTAN – US$ 1,795,000



Twin MAN 900 diesel engines, impeccable condition throughout, 3 ensuite cabins and a crew cabin, cherry satin wood interior, low hours and high specification.

2001 PREDATOR 56 – US$ 499,994



Twin MAN 800hp diesel engines, navy blue hull with cherry gloss wood interior, mid ship master cabin, opening hard top, hydraulic platform, many extras, excellent condition.

1999 PREDATOR 54 – US$ 399,000



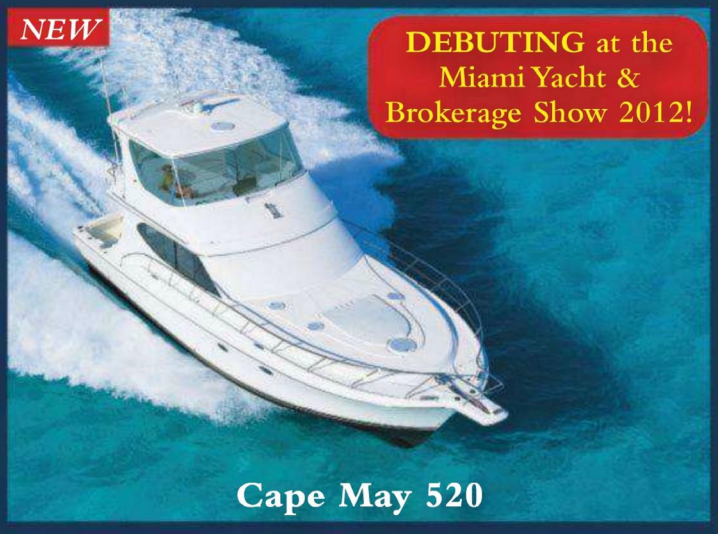
Twin 800 MAN diesel engines, low hours, Navy blue Hull, Cherry Gloss wood, 3 cabins, tender garage. Beautiful condition, stunning lines!

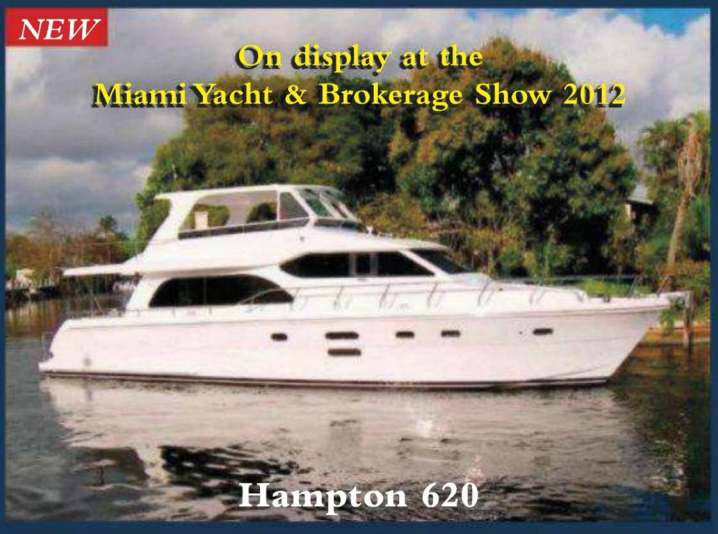
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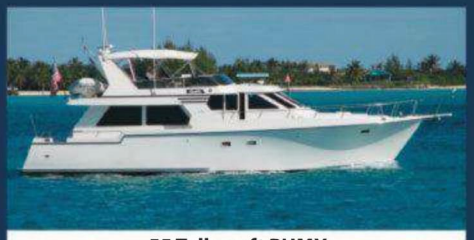
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Horizon 65 Motor Yacht
800hp Cats. 3 s/r, 3 heads, plus office & crew area. great accommodations. A must see! $799,000.



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Sea Ray 55' Sedan Bridge
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Carver 46 Voyager 2007
500HP D-9 Volvo's, 3 str, 2 heads, bow and stern thrusters, perfect cruising boat. $395,000.



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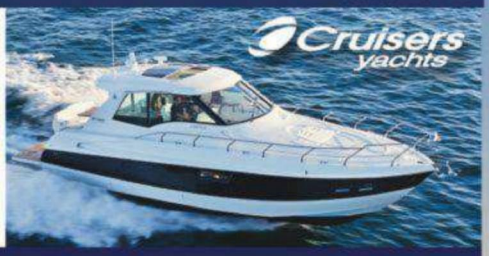
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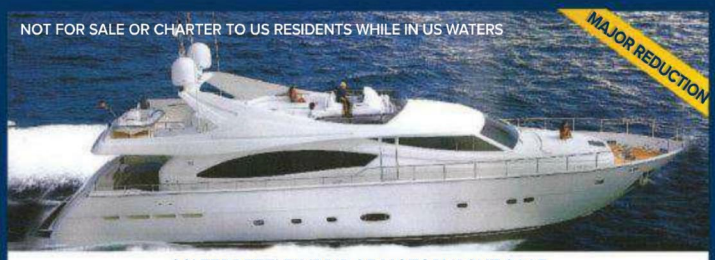
130' WESTPORT TRI DECK MY 2007

New to market. Pavlik designer interior 2011. Upgraded state-of-the-art audio video system 2011, on deck master, desirable country kitchen style galley, bow & stern thrusters, large aft deck w/casual dining. A must see with all updated systems and excellent maintenance. Contact Central Agent, Wayne Cannava.



97' HARGRAVE CP MOTORYACHT 2003

4 staterooms in owner's party with 3 staterooms aft for crew! New paint and teak decking in 2010. CAT 3412's, twin gens. Bow thrusters, stabilized, wing controls. Many upgrades that include extensive sound proofing to make this yacht very quiet underway. A great buy at $2,975,000 ask. Call Paul Baker, Central Agent.



88' FERRETTI FLYBRIDGE MOTORYACHT 2005

Gorgeous four stateroom plus crew motoryacht with speeds up to 30 knots. Jet ski garage aft turns into a "teak beach". Very low hours, Mitsubishi ARG "at rest" stabilizer system, stored undercover. Shows beautifully. Price reduced by $1 million. Call Jeff Stanley, Central Agent.



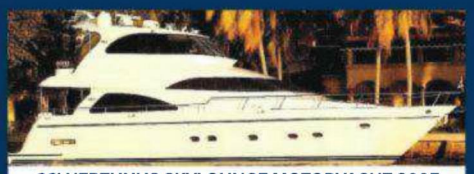
78' MOCHI CRAFT LONG-RANGE HYBRID 2010

One of the first hybrid motoryachts available in this size range. Diesel electric capabilities for super-quiet operation and dual Gyro-stabilizers + active stabilization. Plenty of outdoor lounging area plus an open interior with large windows, hardwood floors, leather seating. Contact Joe Majcherek for complete details.



68' REAL SHIPS EXPEDITION LRC 2004

Sturdy, bulbous bow, twin engine traveler has 20' center-console that fits in cradle on bow. 3 stateroom & 3 head. Cherrywood interior is well done. Quality gear including ASEA shorepower conversion. 4700 gal. fuel capacity. Asking $1,099,999. Joe Majcherek, Central Agent.



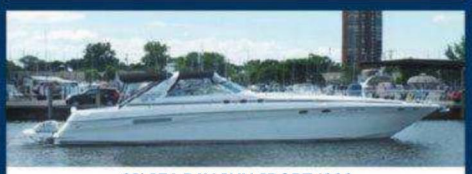
66' NEPTUNUS SKYLOUNGE MOTORYACHT 2005

Unbelievably spacious, huge master cabin, galley forward on main deck offers gorgeous view, C-30 CATs, speeds up to 30 knots. Impeccable condition, extensively equipped, lovingly cared for. Reduced by $500,000. Call Jeff Stanley, Central Agent.



63' HATTERAS MOTORYACHT 2003

3 SRs, admidship master. 3412 CAT's, (2) gens, custom hardtop. Generous flybridge seating, air/heat, new enclosure, custom table. 42" pop-up TV in salon, glossy Makore wood, watermaker, redundant elecs, UW lights, tender w/Yamaha OB. Call Greg Read, Central Agent.



63' SEA RAY SUN SPORT 1999

Beautifully kept, powered by CAT 3412s w/1000 hrs. Updated cockpit upholstery & full teak decks with custom wood tables. Flat panel TVs with DSS, helm air, underwater lights, updated top line electronics & more. Asking $389,000. Contact central agent, Greg Read.



56' NEPTUNUS FBMY 2006

New style flybridge w/expanded seating capacity, fully air conditioned FB, three cherry staterooms, low hours on 3406E CATs, recently updated electronics. Nicest 56' available! Unbelievable sea boat with a 26 knot cruising speed. Contact Jeff Stanley, Central Agent.



58' SEA RAY SEDAN 2006

Clean, well equipped and the best priced 58' on the market. Common-rail 900hp MAN diesels allow 30-knot cruising. AC flybridge, beautiful interior décor with cherry wood finish, captain maintained. Asking $629,000. Contact central agent, Joe Majcherek for complete details.



56' CARVER 2000 - EXTENSIVELY CUSTOMIZED

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52' HATTERAS COCKPIT MOTORYACHT 1999

One of the last built 3 S/R, 3 head models. Extremely large air conditioned aft deck, walk around decks, A/C on FB with 4-sided enclosure and hardtop. Completely updated in 2011, new furnishings, soft goods & mechanical. Contact Central Agent, Jim McKee



45' CRUISERS MOTORYACHT 2006

This 455 model is loaded with upgrades including the 500hp Volvo D-9's, TNT tender lift, SAT TV, bow and stern thrusters, bridge A/C, Jaccuzi in master. Mostly fresh water use. Easy to see in south Florida. Contact Jeff Stanley, Central Agent.

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POPS is a T-44 FB with a full lower helm station. Captain maintained, bottom painted & serviced for 2012 FL season. After several Bahamas trips her owner is now ready to move up to larger motor yacht. Motivated seller. At Hinckley, Stuart, FL $695,000



2008 HINCKLEY TALARIA 44 FLYBRIDGE

BLUE ANGEL represents a virtually new T-44 FB and is a head-turner where ever she goes. Outfitted with the ultimate in entertainment systems and options; she leaves nothing to be desired. Located Oxford, MD $1,195,000



2007 HINCKLEY TALARIA 38R

BANYAN HOUSE is an exceptional example of a T38R. She features a convertible roof and is in fabulous condition with many recent upgrades. Naples, FL $734,000



2000 HINCKLEY T-44 EX

Maintained to an exceptionally high level, SHARON LEE is Bristol throughout. Fresh bottom paint, complete jet service, fresh varnish, buffed & polished, spotless engine room. Motivated seller, bring offers. Inspect and you will not be disappointed. Palm Beach, FL $499,000



2004 HINCKLEY SC-42

GRAIN DE SEL – A Sport Cruiser (SC) set up for a family, with a full seating area in the cockpit. Michael Peters hull design, with twin 730 hp MANs (330 hrs.), cruise at 34 knots at 76% load! Hinckley cared for and lightly used. Portsmouth, RI, ASKING 595,000.00



2007 HINCKLEY PICNIC BOAT EP

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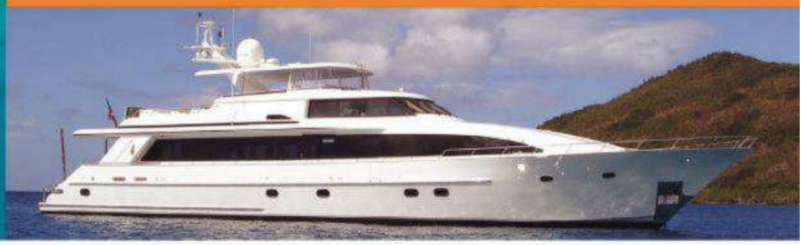
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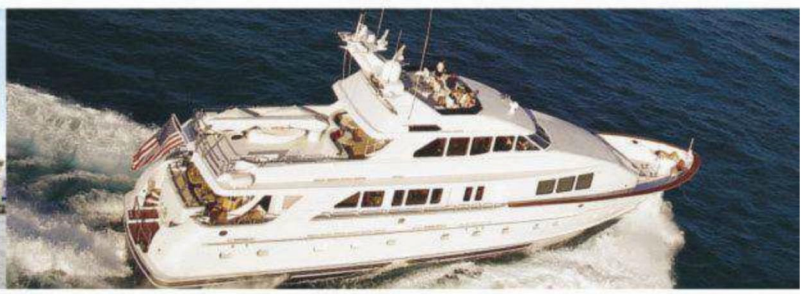
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54' 2001 Sea Ray Sundancer
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62' Merritt/T&D Sportfish
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Gary Smith, CPYB



55' 2008 Sea Ray 550 Sundancer -
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42' 2007 Sabreline 42 Express
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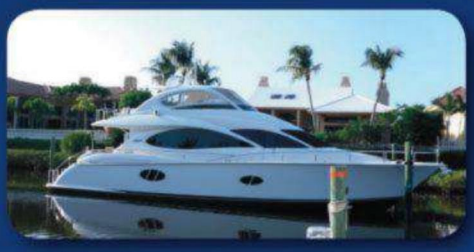
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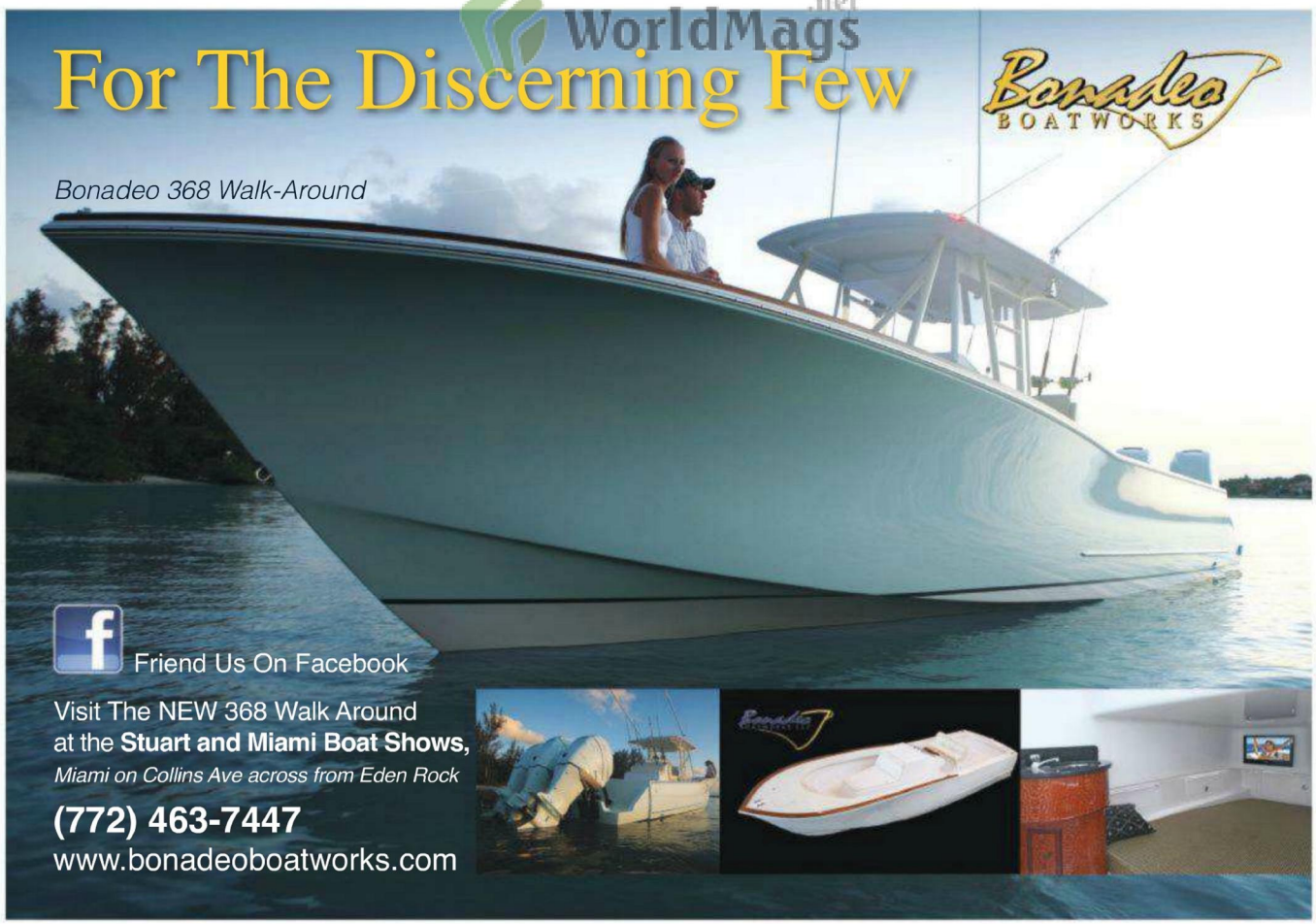
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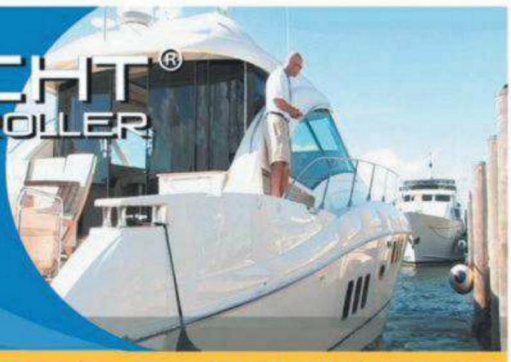
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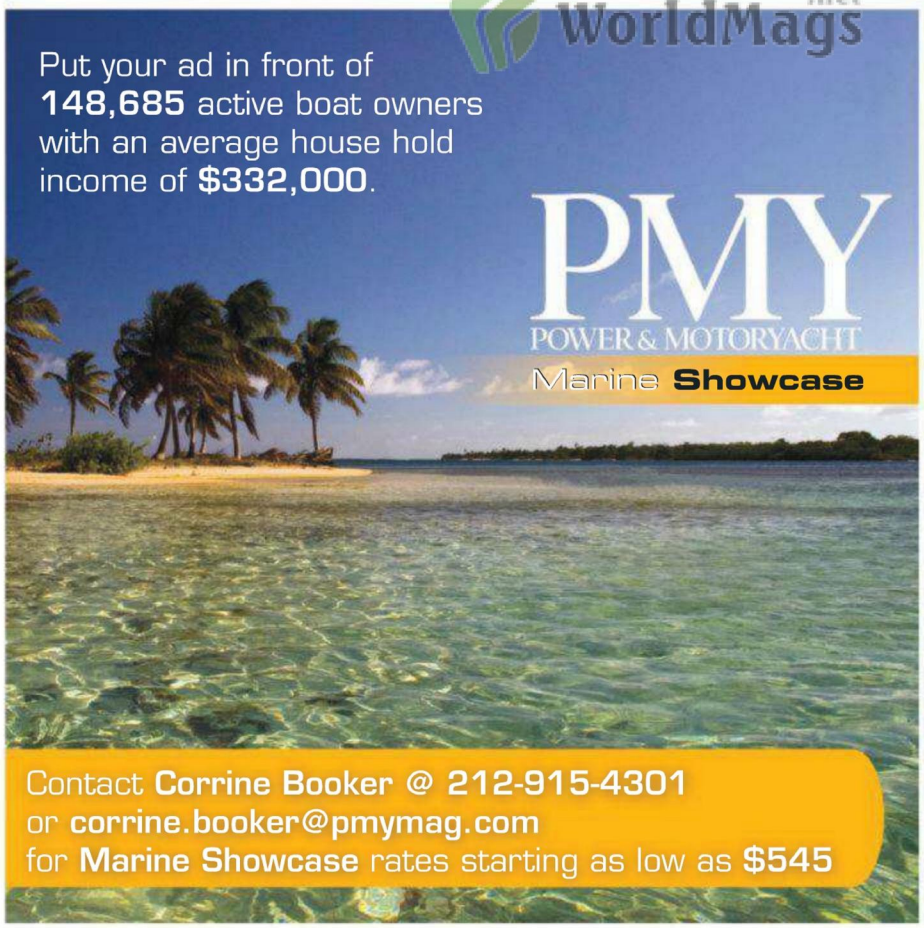


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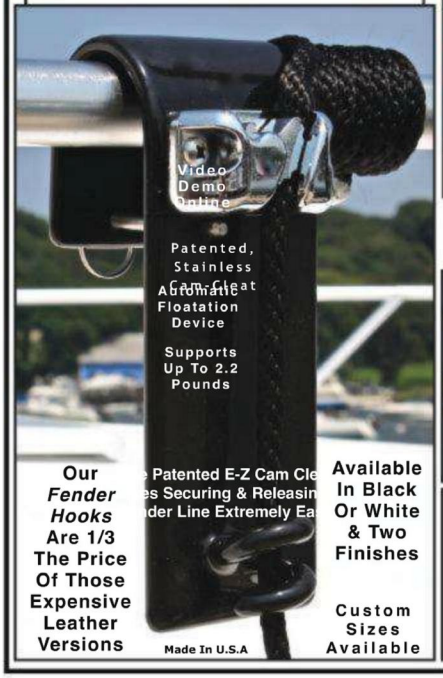
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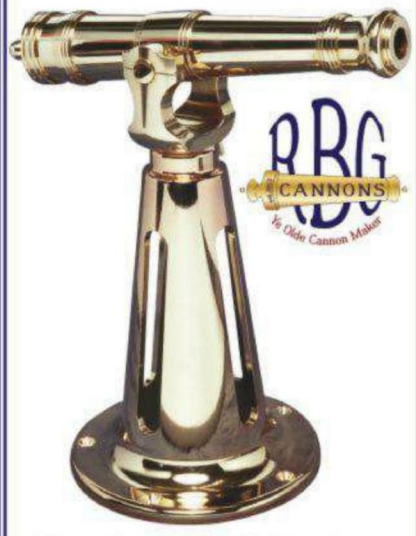
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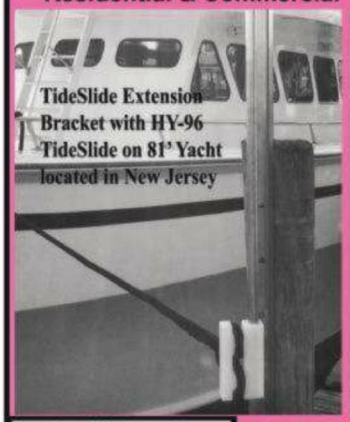
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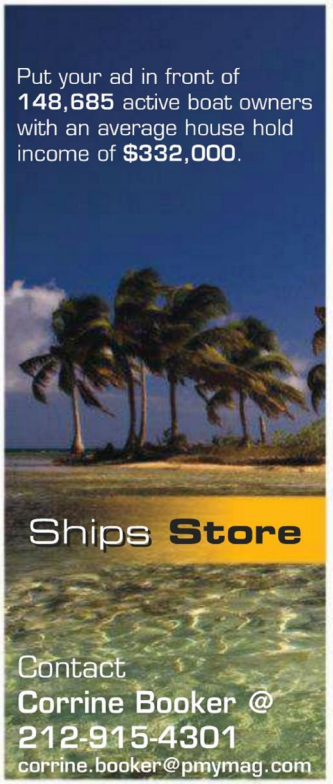
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Miami International Boat Show, 16th - 20th February

Our celebrated history has culminated in a stunning line-up that includes the pioneering Targa 58 *GRAN TURISMO*, the exhilarating Targa 38 *OPEN* and boats that have never before graced the Miami show.

These include the new Targa 50 *GRAN TURISMO* with its spacious 'full-length' hull design, the compact Squadron 42 that simply defies its dimensions and the truly innovative Squadron 50 (making its US debut). We look forward to spending some quality time with you. You'll find us down on Collins Avenue.

Our time is your time

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